LEMON GROVE CITY COUNCIL
AGENDA ITEM SUMMARY

Item No. 2
Mtg. Date October 18, 2016
Dept. Development Services

Item Title: **Public Hearing to Consider General Plan Amendment GPA-140-0002 Amending the General Plan Community Development Element, Including the Land Use Plan, Creating a New Special Treatment Area (STA IX) for the Main Street Promenade Extension Project (Connect Main Street)**

Staff Contact: David De Vries, Development Services Director
Miranda Evans, Management Analyst

Recommendation:

1. Conduct a public hearing; and
2. Adopt a resolution (**Attachment B**) approving General Plan Amendment GPA-140-0002, certifying Mitigated Negative Declaration ND16-05, and accepting final deliverables from KTU+A.

Item Summary:

In 2014, the City received a SANDAG Smart Growth Incentive Program (SGIP) grant to fund the design and related studies for the Main Street Promenade Extension Planning Project (now named "Connect Main Street"). The project is an approximate two-mile-long corridor west of the Orange Line of the MTS trolley system that runs from Broadway to the south end of the City and includes walking and biking paths and park related activity areas. The project proposes a General Plan Amendment, including a new Special Treatment Area, to guide the future development and improvements that will occur within the project corridor consistent with the accepted vision, goals, and conceptual designs for the project. The conceptual design, 30% project design and related technical studies as outlined in KTU+A's Contract Scope of Work (**Attachment D**) have been completed to staff's satisfaction and the SANDAG SGIP Grant requirements. Environmental impacts will be mitigated to below a level of significance (**Attachment F**). The staff report outlines the proposed General Plan Amendment and final deliverables in detail.

Fiscal Impact:

Funded by the SGIP grant program.

Environmental Review:

☐ Not subject to review
☐ Negative Declaration
☐ Categorical Exemption, Section [ ]
☒ Mitigated Negative Declaration

Public Information:

☐ None
☐ Newsletter article
☒ Notice to property owners within 500 ft.
☒ Notice published in local newspaper
☒ Tribal Government Consultation

Attachments:

A. Staff Report
B. Resolution
C. SANDAG Grant Agreement Excerpt
D. KTU+A Contract Scope of Work
E. Michael Baker Int. Scope of Work
F. Mitigated Negative Declaration ND16-05
G. Exhibit "A"—Vol. I: Design Process
H. Exhibit "B"—Vol. II: Conceptual Plans

Attachment A

LEMON GROVE CITY COUNCIL
STAFF REPORT

Item No. 2

Mtg. Date October 18, 2016

Item Title: **Public Hearing to Consider General Plan Amendment GPA-140-0002 Amending the General Plan Community Development Element, Including the Land Use Plan, Creating a New Special Treatment Area (STA IX) for the Main Street Promenade Extension Project (Connect Main Street)**

Staff Contact: David De Vries, Development Services Director
Miranda Evans, Management Analyst

Background:

On January 10, 2014, the City received a Notice to Proceed for a SANDAG Smart Growth Incentive Program (SGIP) grant for $400,000. The grant funds a 30% design and related technical studies for the Main Street Promenade Extension Planning Project (now named "Connect Main Street"). The project area is an approximate two-mile-long corridor within the Main Street right-of-way and easement areas west of, and adjacent to, the Orange Line of the MTS San Diego Trolley system from Broadway to the south end of the City ending towards the end of San Altos Place. The project includes walking and biking paths and park related activity areas.

On January 21, 2014, the City Council selected citizen volunteers to participate as members of a working group. The Working Group originally consisted of five members and met for a year and a half as a part of the public outreach program.

On February 18, 2014, the City of Lemon Grove selected KTU+A to design the project and provide associated deliverables as outlined in the scope of work for the project (**Attachment D**).

After the March 2014 kick-off meeting, the consultant, working group and staff (team) completed numerous tasks including:

1. Conducting surveys, public workshops and an open house.
2. Generating videos and creating a website presence.
3. Preparing Technical Studies including:
    - Base map
    - Utility mapping
    - Real estate data and easements
    - Hazardous materials
    - Biological mapping
    - Cultural relevance
    - Drainage and flooding
    - Traffic counts
4. Analyzing data and interviewing stakeholders to understand opportunities and constraints for development of the linear park.

5. Preparing project alternatives and selecting a concept.

On September 16, 2014, City Council accepted the vision and goals for the project that are consistent with the SANDAG grant. The accepted vision and goals are incorporated verbatim into the proposed General Plan Amendment.

On June 26, 2015, the City was awarded $364,500 in Housing-Related Parks program grant funds. Of which, $279,500 have been earmarked for construction drawings and improvements within the Connect Main Street corridor.

On August 4, 2015, the City Council accepted the proposed project concept and directed staff to prepare a General Plan Amendment to incorporate the concept into the General Plan. The selected concept was generated from a series of alternatives and public outreach and measured against the adopted vision and goals. The concept plans include cross sections for each segment, thematic design districts, and themed amenities. Significant changes to the project site included themes throughout the corridor amongst six segments, street closures and one-way streets, trail and multi-use path concepts (design and location), amenities (picnic tables, shade structures, seating, trash receptacles, lighting, etc.), landscape improvements, creek restoration, park related activity areas (skate park, pump track, bouldering area, community gardens, dog parks, tot lot, exercise facilities, etc.), and park improvements at Civic Center Park. Public art is included throughout segments and in the form of gateway signs or monoliths, fence and wall art, and historic and natural art pieces and furnishings. Educational panels, similar to those in the existing Promenade Park, are also included and focus on mile- and date-markers, interpretive panels and kiosks.

On July 19, 2016, the City Council accepted a concept alternative for the segment between San Pasqual Street and Massachusetts Avenue to eliminate conflicts with SDG&E facilities and Union Pacific property. The City Council also directed staff to prepare a General Plan Amendment creating a new Special Treatment Area for the Connect Main Street Project.

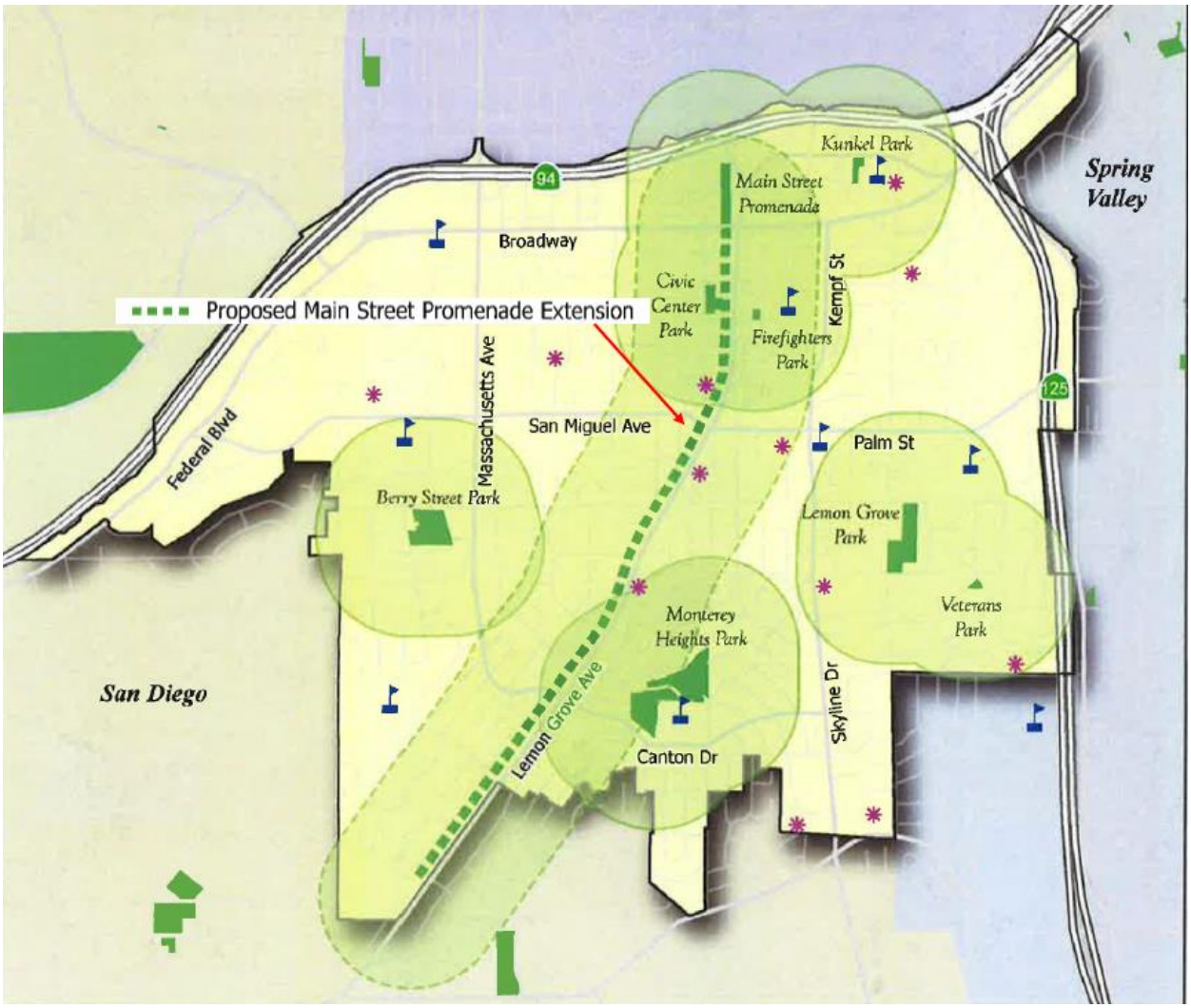
On August 16, 2016, the City Council received an overview presentation of Connect Main Street and provided feedback to staff. The City Council stipulated that the project should be constructed in segments and layers with the primary focus on constructing basic infrastructure improvements first. Specifically, sidewalks, the multi-use path, DG trails and shade related landscaping improvements should be completed prior to the installation of amenities like public art, themed activities and park related infrastructure.

On September 20, 2016, the City Council accepted a revised short-term plan, replacing the August 4, 2015 accepted short- and mid-term plans, for the segment from Broadway to Central Avenue. The purpose of the revisions were to eliminate street closures from the interim concept proposals and to enhance pedestrian mobility. As a part, the City Council approved a professional services agreement with Michael Baker International for the full construction drawings of the segment. The City Council provided direction that project phasing should include constructing basic infrastructure improvements first with phasing from north to south and then the remainder of the project improvements and amenities will be constructed thereafter from north to south.

Attachment A

Project Area:

The project area is an approximate two-mile long corridor that runs parallel and to the west of the San Diego Metropolitan Transit System (MTS) Orange Trolley Line from Broadway to the south end of the City and includes private properties, existing public rights-of-way (ROW) within or adjacent to Main Street, utility easement areas, and an adjacent drainage channel within the City of Lemon Grove, California. The project area includes utility easement areas behind the homes along the east side of San Altos Place. The project area between Broadway and Central Avenue and including the five properties south of Central Avenue west of Main Street are within the Downtown Village Specific Plan Area and Special Treatment Area I of the General Plan.



Attachment A

Discussion:

General Plan Amendment

Staff is proposing amendments to the General Plan Community Development Element, including amending the Land Use Plan (Figure CD-3), adding a new Special Treatment Area (STA) around the project area. The General Plan amendment includes a general description of Connect Main Street, the accepted vision and goals and guidelines for future improvements within the corridor. Staff believes the addition of a Special Treatment Area is sufficient to provide guidance for future development in the Connect Main Street corridor and the project will also be transferred into the draft Downtown Village Specific Plan Expansion and General Plan Update as appropriate.

Staff is proposing that the project area be incorporated into the General Plan Land Use Map as STA IX, Connect Main Street and that the following text be added after the description for STA VIII on page CD-32 of the General Plan Community Development Element:

> **STA IX, Connect Main Street**
>
> The Connect Main Street Special Treatment Area, illustrated in Figure CD-3, is intended to provide guidance for future development anticipated to occur within the project corridor. STA IX is an approximate two-mile-long linear corridor immediately west of the Orange Line of the MTS trolley system that runs along Main Street from Broadway to Massachusetts Avenue and then to the south end of the City through the Massachusetts Avenue Trolley Station and behind the residences on the east side of San Altos Place. STA IX includes walking and biking paths and park related activity areas.
>
> STA IX may include a limited amount of street closures, one way streets, trails and multi-use paths, plazas, on-street bike boulevards, and other amenities such as picnic tables, shade structures, seating, trash receptacles, lighting, and landscape improvements. Park related activity areas such as a proposed skate park, BMX pump track, bouldering area, community gardens, dog parks, tot lots, and exercise facilities may also be incorporated along the project corridor. Minor improvements may also be included within Civic Center Park. Public art may also be included throughout segments in the form of gateway signs or monoliths, fence and wall art, street, crosswalk, and sidewalk finishing's, and historic and natural art pieces and furnishings. Educational panels, similar to those in the existing Main Street Promenade Park, may also be included. Other attributes like mile- and date-markers, wayfinding signage, interpretive panels and kiosks may be a part of the project. Key segments in the corridor, such as the area between Broadway and Central Avenue, will have the potential for temporary full street closures for special community events provided appropriate access to nearby properties are retained.
>
> The project site includes six themes in a chronological arrangement that span the length of the two-mile corridor. The themes are an extension of the past, present, and future theme of the existing Main Street Promenade Park with a goal to go back in time from the 1900's to prehistoric times as you travel from the north end to the south end respectively. The themes may include, but are not limited to, the Early Pioneer Period, The Spanish/Mexican Period, The Kumeyaay Period, Natural Evolutionary Time Period, Weathering Forces Over Time Period and Geologic Time Periods. Although not accurately scaled in terms of time periods, using the geologic time period allows the concept to cover a longer distance, with

most of the corridor being in the pre-historic period while the historic and modern segments represent a small portion of the corridor. These themes will be incorporated to provide a sense of place and could include themes for sidewalks, crosswalks, pavement, lighting, wayfinding signage, street signage, landscape, street amenities, public art, gateway signs, and recreational amenities to provide direction on future improvements along the corridor.

Vision

The vision is to create a community corridor that supports active lifestyles and transportation choices by providing a safe, beautiful, and sustainable linear parkway that connects people, places, and activities for generations to come.

Goals

1. Provide mobility options that support active healthy lifestyles;

2. Create a sense of place;

3. Enhance the natural environment;

4. Improve safety and access for all ages;

5. Improve connections between neighborhoods and business; and

6. Respect property and improve property values.

Guidelines for Future Development

Future development within Connect Main Street corridor shall conform to the following policies:

- ◊ Improvements should be consistent with the vision and goals.
- ◊ Project phasing shall include constructing basic infrastructure improvements first (e.g., pedestrian paths, storm drain systems, and shaded landscape) with phasing beginning at the north end continuing to the south end and then the remainder of the project improvements and amenities shall be constructed thereafter from north to south. Grant funding may require deviations from the phasing plan.
- ◊ All modes of transportation, including bicycling and skateboarding, shall be considered for all improvements.
- ◊ A six-foot wide decomposed granite (DG) trail shall be incorporated along the majority of the corridor.
- ◊ Wide separated bikeways and multi-use paths shall be encouraged where feasible. Bike routes with appropriate signage and markings shall be provided when separated paths are infeasible.
- ◊ Transitions to themed segments and the individual theme segments should evoke a sense of place and time.
- ◊ Defined entry and exit points shall be incorporated into each segment to create a sense of arrival within the given theme.
- ◊ Key segments in the corridor, such as the area between Broadway and Central Avenue, will have the potential for temporary full street closures for special community events provided appropriate access to nearby properties are retained.

- ◊ Civic Center Park shall be improved, but will primarily retain its current open design to continue to allow for low intensity recreation while complementing the operations of the nearby H. Lee House and Parsonage Museum.
- ◊ Crime Prevention Through Environmental Design (CPTED) principles shall be incorporated into the design wherever possible.
- ◊ "Complete Streets" and "Green Streets" concepts and principles shall be strongly encouraged to be incorporated into final designs.
- ◊ Noise generating activities shall be appropriately mitigated when located near residences.
- ◊ Long-term maintenance costs shall be considered for all improvements.
- ◊ Technology should be utilized where feasible within the project corridor to best serve the users of today and tomorrow. For example, wayfinding signs should have the ability to be easily replaced and updated.
- ◊ Preserve the visual character of the topography through employment of sensitive grading techniques as feasible.
- ◊ As applicable, environmental mitigation measures identified through the preparation of an Initial Study shall be incorporated into projects associated with the corridor in compliance with CEQA requirements.

KTU+A Final Deliverables

The following table displays the deliverables outlined in the scope of work for the Connect Main Street project to be prepared by the consultants KTU+A, followed by the related SANDAG SGIP grant requirements and then the progress towards the completion. These deliverables have largely been compiled into to two documents, Volume I: Design Process, which provides the background report for the project, and Volume II: Conceptual Plans, which provides the accepted conceptual plans, the 30% construction drawings, and City comments and Consultant recommendations which will guide the project's efforts as the 100% or final construction drawings are prepared and improvements are implemented. The community outreach, background report, conceptual design, 30% project design and related technical studies as outlined in KTU+A's Contract Scope of Work (**Attachment D**) have been completed to staff's satisfaction and the SANDAG SGIP Grant requirements. If the General Plan Amendment is approved, the contract requirements will be satisfied and final deliverables will be submitted to the City for final contract close-out and the City will forward final deliverables to SANDAG for final grant close-out.

Attachment A

KTU+A Deliverable	SGIP Related Task (Deliverable)	Progress
Community Outreach: 1. Preparation and lead for workshops and public hearings; 2. Draft and final survey forms; 3. Incorporate feedback; 4. Attendance and participation in meetings; 5. Production of hand-outs and presentations; 6. Written and graphic record of workshops and public hearings.	Community Outreach and Workshop (Data/Comments)	Completed
Data Collection: 1. Base Map compiling data in graphic form to support proposed design; 2. Copy of records with list of sources supporting base map; 3. Written record of stakeholder interviews.	Data Collection (Report/Memorandum)	Completed (pending AutoCAD files and D sheet submittal)
Technical Studies: 1. Hydrology/Hydraulics Study; 2. Water Quality Report; 3. Traffic Study; 4. Historical Use and Hazardous Materials Assessment; 5. Preliminary Geotechnical Report; 6. Cultural Resource survey and Tribal Consultation; 7. Utility Assessment; 8. Other Studies.	Technical Studies (Studies)	Completed
Analysis of Data & Workshops: 1. Constraints and Opportunities Map; 2. Written record of input and feedback.	Analysis of Data & Workshops (Report/Memorandum)	Completed
Draft Goals & Objectives: 1. Written Vision Statement and Goals; 2. Identify policy area amendments; 3. Obtain City review and comment.	Draft Goals & Objectives (Goals & Objectives)	Completed

Attachment A

KTU+A Deliverable	SGIP Related Task (Deliverable)	Progress
Draft Park Concept: 1. Graphic draft park concept and boundaries; 2. Draft Pak Concept Design; 3. Draft phasing schedule;	Draft Park Concept ("D" Sheets)	Completed (pending D sheet submittal)
Prepare Memorandums of Understanding: 1. Record of agency participation and agreed upon solutions; 2. Draft Memorandums of Understanding.	N/A	Completed (pending minutes from agency meetings)
Environmental Clearance: 1. Draft initial study and environmental determination; 2. Public notices and records; 3. Response documentation; 4. Final Environmental documentation.	Environmental Clearance (Documentation)	Completed (pending filing of Notice of Determination)
General Plan Amendment: 1. Graphics and text for Amendment; 2. Final Environmental documentation;	General Plan Amendment (Ordinance)	Completed Drafted for Council Consideration (pending STA IX layer for GIS map)
Public Hearing at City Council Meeting 1. Presentation materials for public hearings; 2. Public hearing participation.	City Council Approval (Staff Report)	In Progress

Copies of all deliverables will be provided in their original format (e.g. AutoCAD, Word, Excel, etc.) upon final project close out. Appropriate D sheets (24" by 36") shall also be provided as appropriate.

Environmental Determination

A Mitigated Negative Declaration (MND) of Environmental Impact will be filed subsequent to the adoption and final approval of the proposed project by the City Council. The Initial Environmental Study prepared for this project identified potential impacts with appropriate mitigations associated with: Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Noise, and Mandatory Findings of Significance. A draft MND was filed with the County Clerk prior to the City Council public hearing.

Public Information:

The Notice of Public Hearing was published in the September 22, 2016 edition of the East County Californian and mailed to all property owners within 500 feet of the project corridor.

Attachment A

An AB52 and SB18 Native American Tribal Government Consultation was conducted pursuant to Government Code Sections 6540.2, 65092, 65351, 65352.3, 65352.4, 65562.5 et. seq. and appropriate mitigation is incorporated into the mitigated negative declaration.

City staff conducted several community presentations to stakeholder groups to share the project concept and to answer questions of residents and nearby property owners.

A webpage was created to engage the public (tinyurl.com/connectmain).

The City received no comments in response to the Notice of Public Hearing and Environmental Analysis at the time this staff report was prepared. Staff will provide the Council at the time of the public hearing with any comments that may come in past the distribution of the staff report.

Conclusion:

Staff recommends that the City Council conduct the public hearing and adopt a resolution (**Attachment B**) approving General Plan Amendment GPA-140-0002, certifying Mitigated Negative Declaration ND16-05 and accepting final deliverables from KTU+A.

Attachment B

RESOLUTION NO. [ ]

RESOLUTION OF THE [CITY COUNCIL OF THE CITY OF LEMON GROVE, CALIFORNIA APPROVING GENERAL PLAN AMENDMENT GPA-140-0002 AMENDING THE GENERAL PLAN COMMUNITY DEVELOPMENT ELEMENT, INCLUDING THE LAND USE PLAN, CREATING A NEW SPECIAL TREATMENT AREA (STA IX) FOR THE MAIN STREET PROMENADE EXTENSION PROJECT (CONNECT MAIN STREET) LOCATED ALONG AN APPROXIMATE TWO-MILE LONG CORRIDOR THAT RUNS PARALLEL AND WEST OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM ORANGE TROLLEY LINE FROM BROADWAY TO THE NORTHERN TERMINUS OF AKINS AVENUE WITHIN THE CITY OF LEMON GROVE, CALIFORNIA.]

[**WHEREAS,** the Connect Main Street Project will create a community corridor that supports active lifestyles and transportation choices in the City by providing a safe, beautiful, and sustainable linear parkway to connect people, places, and activities; and

WHEREAS, the Project area is an approximate two-mile long corridor that runs parallel and to the west of the San Diego Metropolitan Transit System (MTS) Orange Trolley Line from Broadway to the northern terminus of Akins Avenue and includes private properties, existing public rights-of-way (ROW) within or adjacent to Main Street, utility easement areas, and an adjacent drainage channel within the City of Lemon Grove; and

WHEREAS, the right-of-way along Main Street and the properties between the right-of-way on Main Street and the San Diego Metropolitan Transit System (MTS) Orange Trolley Line are within the Transportation Land Use Designation and are not within a zoning district; and

WHEREAS, the area between Broadway and Central Avenue and including the five properties south of Central Avenue west of Main Street are within the Downtown Village Specific Plan Area and Special Treatment Area I of the General Plan, which is a Civic land use designation; and

WHEREAS, the areas within Civic Center Park are within the Civic land use designation of the Downtown Village Specific Plan and are within the Civic Zoning District in the Downtown Village Specific Plan; and

WHEREAS, the utility easement areas behind the residences on the east side of San Altos Place are within the Low/Medium Density Residential Land Use Designation and the Residential Low/Medium Zoning District; and

WHEREAS, the Project includes walking and biking paths and may include street closures or one-way streets, trails and multi-use paths, plazas, on-street bike boulevards, open space, and park-related areas and amenities such as a skate park, bike pump track, bouldering area, community gardens, dog parks, tot lots, and exercise facilities; and

WHEREAS, the Project corridor would primarily serve as a travel way for pedestrians, bicyclists, and other non-motorized vehicles within a park-like setting, while maintaining emergency and utility access and access to residents; and

WHEREAS, the Project corridor includes six themes in a chronological arrangement (going back in time) that may include, but are not limited to, the Early Pioneer Period, the Spanish/Mexican Period, the Kumeyaay Period, the Natural Evolutionary Time Period, the Weathering Forces Over Time Period, and the Geologic Time Period; and

Attachment B

WHEREAS, on January 15, 2013, the City Council approved Resolution No. 2013-3158 authorizing the submittal of a grant application for the Main Street Promenade Extension Planning Project (City initiated); and

WHEREAS, on January 10, 2014, the City received a SANDAG Smart Growth Incentive Program (SGIP) Grant for $400,000 to fund the 30% design and related technical studies for the Main Street Promenade Extension Planning Project, now named “Connect Main Street;” and

WHEREAS, on January 21, 2014, the City Council selected citizen volunteers to participate as members of a working group. The Working Group originally consisted of five members and met for a year and a half; and

WHEREAS, on February 18, 2014, the City of Lemon Grove selected KTU+A to design the project and provide associated deliverables; and

WHEREAS, on September 16, 2014, City Council accepted the vision and goals for the project that are consistent with the SANDAG SGIP Grant; and

WHEREAS, on June 26, 2015, the City was awarded $364,500 in Housing-Related Parks Program (HRPP) grant funds. Of which, $279,500 has been earmarked for construction drawings and improvements within the Connect Main Street corridor; and

WHEREAS, on August 4, 2015, the City Council accepted the proposed project concept for Connect Main Street and directed staff to prepare a General Plan Amendment to incorporate the concept into the General Plan; and

WHEREAS, the selected concept was generated from a series of alternatives and public outreach and measured against the adopted vision and goals. The concept plans include cross sections for each segment, thematic design districts, and themed amenities; and

WHEREAS, on July 19, 2016, the City Council accepted a concept alternative for the segment between San Pasqual Street and Massachusetts Avenue to eliminate conflicts with SDG&E facilities and Union Pacific property and directed staff to prepare a General Plan Amendment adding a new Special Treatment Area within the project area; and

WHEREAS, on September 20, 2016, the City Council accepted a revised short-term plan, replacing the August 4, 2015 accepted short- and mid-term plans, for the segment from Broadway to Central Avenue. The purpose of the revisions were to eliminate street closures from the interim concept proposals and to enhance pedestrian mobility. As a part, the City Council approved a professional services agreement with Michael Baker International for the full construction drawings of the segment. The City Council provided direction that project phasing should include constructing basic infrastructure improvements first with phasing from north to south and then the remainder of the project improvements and amenities will be constructed thereafter from north to south. Grant funding may require deviations from the phasing plan.

WHEREAS, on October 11, 2016 final deliverables from KTU+A were received to the satisfaction of staff thereby fulfilling grant requirements for closeout of the project; and

WHEREAS, a new Special Treatment Area will be incorporated into the General Plan Community Development Element will guide the future development of the project corridor; and

WHEREAS, a Mitigated Negative Declaration (MND) of Environmental Impact has been filed. The Environmental Initial Study prepared for this project found that the project would have no significant effect on the environment because identified potentially significant impacts associated with Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Noise, and Mandatory Findings of Significance will be mitigated to below a level of significance.

A notice of intent to adopt a mitigated negative declaration was filed with the County Clerk on September 22, 2016; and

WHEREAS, on October 18, 2016, a public hearing was duly noticed and held by the Lemon Grove City Council; and

WHEREAS, the City Council finds that the General Plan Amendment is in accordance with Government Code Sections 65350 to 65359 and is consistent with the goals and policies of the General Plan and Chapter 18.40 (General Plan Conformity) of the Municipal Code:

The Main Street Promenade Extension project includes a General Plan Amendment to create a Special Treatment Area to guide the future development of the six proposed segments that comprise the approximate two-mile long linear corridor. The site is conducive to this proposed use and is consistent with General Plan policies as follows:

1. Community Development Element Policy 1.7: Promote a healthy, family-oriented community through appropriate land use and development decisions.
2. Community Development Element Policy 4.4: Attract economic growth and increase property values by investing in public improvements throughout the City.
3. Community Development Element Policy 5.2: Establish identifiable gateways and community boulevards evoking a sense of arrival.
4. Community Development Element Policy 5.4: Create and maintain attractive public areas that contribute to a scenic community.
5. Community Development Element Policy 5.6: Consider the incorporation of art in public areas.
6. Conservation and Recreation Element Policy 11.2: Maximize the benefit of open spaces such as the trolley right-of-way, other undeveloped corridors, and plazas through enhanced landscaping and trails.
7. Health & Wellness Element Goal 1: Safe Connected Neighborhoods (associated objectives and policies included); and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Lemon Grove, California hereby:

SECTION 1. Finds and determines that the facts set forth in the recitals of this Resolution are declared to be true; and

SECTION 2. Certifies the adequacy of the Mitigated Negative Declaration of Environmental Impact ND16-05; and

SECTION 3. Finds and determines that the project deliverables are completed per the scopes of work for the KTU+A Professional Services Agreement and for the SANDAG SGIP Grant Agreement to the satisfaction of City staff and the City Council and finds that the final deliverables fulfill the SANDAG SGIP Grant requirements; and

SECTION 4. Approves General Plan Amendment GPA-140-0002 amending the General Plan Community Development Element incorporating the Connect Main Street project into the General Plan and associated documents. This approval incorporates the project area into the General Plan Community Development Land Use Map (Figure CD-3) as “STA IX, Connect Main Street”.

The project area is an approximate two-mile long corridor that runs parallel and to the west of the San Diego Metropolitan Transit System (MTS) Orange Trolley Line from Broadway to the

northern terminus of Akins Avenue in the City of San Diego and includes private properties, existing public rights-of-way (ROW) within or adjacent to Main Street, utility easement areas, and an adjacent drainage channel within the City of Lemon Grove, California. The project area includes utility easement areas behind the residents along the east side of San Altos Place. The subject property includes public ROW and utility easements that do not have a zoning classification and the project area is predominately designated as a Transportation Land Use Designation in the General Plan; however, improvements in and expansions to the Civic Center Park are designated as Civic land uses in the Downtown Village Specific Plan Land Use and Zoning Maps and the project area within the utility easements behind the residents on the east side of San Altos Place are designated as Low/Medium Density Residential on the General Plan Land Use Map and within the Low/Medium Density Residential Zoning District. The project area between Broadway and Central Avenue and including the five properties south of Central Avenue west of Main Street are within the Downtown Village Specific Plan Area and Special Treatment Area I of the General Plan.

Also, this General Plan amendment adds the following text after the description for STA VIII on page CD-32 of the General Plan Community Development Element:

STA IX, Connect Main Street

The Connect Main Street Special Treatment Area, illustrated in Figure CD-3, is intended to provide guidance for future development anticipated to occur within the project corridor. STA IX is an approximate two-mile-long linear corridor immediately west of the Orange Line of the MTS trolley system that runs along Main Street from Broadway to Massachusetts Avenue and then to the south end of the City through the Massachusetts Avenue Trolley Station and behind the residences on the east side of San Altos Place. STA IX includes walking and biking paths and park related activity areas.

STA IX may include a limited amount of street closures, one way streets, trails and multi-use paths, plazas, on-street bike boulevards, and other amenities such as picnic tables, shade structures, seating, trash receptacles, lighting, and landscape improvements. Park related activity areas such as a proposed skate park, BMX pump track, bouldering area, community gardens, dog parks, tot lots, and exercise facilities may also be incorporated along the project corridor. Minor improvements may also be included within Civic Center Park. Public art may also be included throughout segments in the form of gateway signs or monoliths, fence and wall art, street, crosswalk, and sidewalk finishing's, and historic and natural art pieces and furnishings. Educational panels, similar to those in the existing Main Street Promenade Park, may also be included. Other attributes like mile- and date-markers, wayfinding signage, interpretive panels and kiosks may be a part of the project. Key segments in the corridor, such as the area between Broadway and Central Avenue, will have the potential for temporary full street closures for special community events provided appropriate access to nearby properties are retained.

The project site includes six themes in a chronological arrangement that span the length of the two-mile corridor. The themes are an extension of the past, present, and future theme of the existing Main Street Promenade Park with a goal to go back in time from the 1900's to prehistoric times as you travel from the north end to the south end respectively. The themes may include, but are not limited to, the Early Pioneer Period, The Spanish/Mexican Period, The Kumeyaay Period, Natural Evolutionary Time Period, Weathering Forces Over Time Period and

Geologic Time Periods. Although not accurately scaled in terms of time periods, using the geologic time period allows the concept to cover a longer distance, with most of the corridor being in the pre-historic period while the historic and modern segments represent a small portion of the corridor. These themes will be incorporated to provide a sense of place and could include themes for sidewalks, crosswalks, pavement, lighting, wayfinding signage, street signage, landscape, street amenities, public art, gateway signs, and recreational amenities to provide direction on future improvements along the corridor.

Vision

The vision is to create a community corridor that supports active lifestyles and transportation choices by providing a safe, beautiful, and sustainable linear parkway that connects people, places, and activities for generations to come.

Goals

1. Provide mobility options that support active healthy lifestyles;
2. Create a sense of place;
3. Enhance the natural environment;
4. Improve safety and access for all ages;
5. Improve connections between neighborhoods and business; and
6. Respect property and improve property values.

Guidelines for Future Development

Future development within Connect Main Street corridor shall conform to the following policies:

- ◊ Improvements should be consistent with the vision and goals.
- ◊ Project phasing shall include constructing basic infrastructure improvements first (e.g., pedestrian paths, storm drain systems, and shaded landscape) with phasing beginning at the north end continuing to the south end and then the remainder of the project improvements and amenities shall be constructed thereafter from north to south. Grant funding may require deviations from the phasing plan.
- ◊ All modes of transportation, including bicycling and skateboarding, shall be considered for all improvements.
- ◊ A six-foot wide decomposed granite (DG) trail shall be incorporated along the majority of the corridor.
- ◊ Wide separated bikeways and multi-use paths shall be encouraged where feasible. Bike routes with appropriate signage and markings shall be provided when separated paths are infeasible.
- ◊ Transitions to themed segments and the individual theme segments should evoke a sense of place and time.
- ◊ Defined entry and exit points shall be incorporated into each segment to create a sense of arrival within the given theme.
- ◊ Key segments in the corridor, such as the area between Broadway and Central Avenue, will have the potential for temporary full street

closures for special community events provided appropriate access to nearby properties are retained.

- ◊ Civic Center Park shall be improved, but will primarily retain its current open design to continue to allow for low intensity recreation while complementing the operations of the nearby H. Lee House and Parsonage Museum.
- ◊ Crime Prevention Through Environmental Design (CPTED) principles shall be incorporated into the design wherever possible.
- ◊ "Complete Streets" and "Green Streets" concepts and principles shall be strongly encouraged to be incorporated into final designs.
- ◊ Noise generating activities shall be appropriately mitigated when located near residences.
- ◊ Long-term maintenance costs shall be considered for all improvements.
- ◊ Technology should be utilized where feasible within the project corridor to best serve the users of today and tomorrow. For example, wayfinding signs should have the ability to be easily replaced and updated.
- ◊ Preserve the visual character of the topography through employment of sensitive grading techniques as feasible.
- ◊ As applicable, environmental mitigation measures identified through the preparation of an Initial Study shall be incorporated into projects associated with the corridor in compliance with CEQA requirements.

/ / / / /
/ / / / /

Attachment C

Excerpt from SANDAG SGIP Grant Agreement

ATTACHMENT A

SCOPE OF WORK, SCHEDULE, AND APPROVED PROJECT BUDGET

TransNet **SMART GROWTH INCENTIVE GRANT PROGRAM SCOPE OF WORK, BUDGET, & SCHEDULE (FY 2013 Cycle)**

Project Title: Main Street Promenade Extension Project

Project Type: Planning

Project Location/Limits:

The Project area limits is the public right-of-way adjacent to the westerly side of the MTS/SDAE right-of-way from Broadway on the north to the City of Lemon Grove's southern boundary with the City of San Diego.

Project Description:

The Main Street Promenade Extension Project would create a plan for a north/ south travelway in existing public right-of-ways for pedestrians and bicyclists.

Contract No.: SANDAG Use Only

Project (TNet) No.: SANDAG Use Only

Task No.	Task Description	Deliverables	Start Date*	Completion Date*	Duration	SANDAG Funds	Matching Funds	TOTAL
1	Consultant Selection & Admin.	RFP/ Agreement	NTP Date	5 Months	5 Months	$27,270	$2,730	$30,000
2	Community Outreach & Workshop	Data/ Comments	5 Months	8 Months	3 Months	$63,630	$6,370	$70,000
3	Data Collection	Report/ Memorandum	5 Months	8 Months	3 Months	$27,270	$2,730	$30,000
4	Analysis of Data & Workshops	Report/ Memorandum	5 Months	9 Months	4 Months	$9,100	$900	$10,000
5	Technical Studies	Studies	5 Months	11 Months	6 Months	$147,000	$14,700	$161,700
6	Draft Goals & Objectives	Goal & Objectives	6 Months	10 Months	4 Months	$13,640	$1,370	$15,010
7	Draft Park Concept	"D" Sheets	10 Months	13 Months	3 Months	$72,720	$7,280	$80,000
8	Environmental Clearance	Documentation	13 Months	23 Months	10 Months	$25,720	$2,570	$28,290
9	General Plan Amendment	Ordinance	16 Months	23 Months	7 Months	$9,100	$900	$10,000
10	City Council Approval	Staff Report	23 Months	24 Months	1 Month	$4,550	$450	$5,000
	Project Completion		NTP Date	24 Months	24 Months			
					TOTALS	$400,000	$40,000	$440,000

*Start Date and Completion Dates are all tracked from NTP Date

PROJECT REVENUES

Source	FY 2014	FY 2015	FY 2016	TOTAL
SGIP/ TransNet	$249,770	$140,508	$9,722	$400,000
Other	$24,976	$14,058	$966	$40,000
TOTALS	**$274,746**	**$154,566**	**$10,688**	**$440,000**

TransNet MPO ID NO.V10

KTU+A Contract Scope of Work

SCOPE OF WORK

The consultant team shall perform the following list of tasks (not necessarily in order) related to the development of a plan for its Main Street Promenade Extension Project.

1. Community Outreach – Community outreach is to be implemented for all workshops, meetings, public hearings and other methods proposed by the consultant team. Generate a presence on the City's website, in social media, articles in the newsletter, direct mailings to individuals and civic and public interest groups. Conduct workshops and/or surveys to obtain input, gain knowledge and solicit feedback and other methods as proposed by the consultant team. Collaborate with staff to consider schedule and tasks for the volunteer working group (selected by City Council) to obtain advice, knowledge, review and recommendations on the project. Staff foresees a minimum of two workshops (not including public hearings at Planning Commission and City Council).

   Deliverables:
   - *Preparation and lead for workshops and public hearings;*
   - *Draft and final survey forms (if recommended);*
   - *Incorporate feedback into subsequent workshops, materials, presentations;*
   - *Attendance and participation in all community-wide meetings;*
   - *Production of any hand-outs and PowerPoint presentations; and*
   - *Written and graphic record of workshops and public hearings.*

2. Data Collection – Document existing conditions. A base map must be generated and will be a compilation of data obtained from but not limited to: records research, land survey, interviews with stakeholders (MTS, SANDAG, property owners, easement holders, utility companies, City staff, etc.). The base map shall include the following illustrated information to be submitted to the City in AutoCAD format and D Sheets:
   - Property and right of way lines described with metes and bounds.
   - Existing right-of-way location and dimensions including Main Street, intersecting roadways, and other contiguous public rights-of-way (MTS, SDAE, etc.).
   - Utility locations annotated with size, type, depth (record search), overhead utilities and type including but not limited to water, sanitation sewer, irrigation, fiberoptics, drainage, power, cable, data, and telephone.
   - Utility easements annotated with width and recordation data.
   - Private and public parcels contiguous to Main Street right-of-way annotated with property owner name, Assessor Parcel Numbers, Zone, Land Use Designation, size, and access (location and improvements).

Attachment D

- Topography shown in 2' increments.
- Existing street improvements including but not limited to curb, gutter sidewalks, and mature street trees (crowns).
- Other topics as recommended by the consulting team.

Deliverables:

- *Base map (draft and final) compiling data in graphic form (AutoCAD electronic files and D Sheets) to support proposed design;*
- *Copy of records with list of sources supporting base map; and*
- *Written record of stakeholder interviews.*

3. Prepare and coordinate subconsultants (if any) on Technical Studies to inform project design and to identify mitigation measures consistent with the CEQA. Consultant shall ensure that subconsultants are familiar with Base Map (Item 2 and acknowledge accuracy for study purposes). The technical studies shall be incorporated into the environmental review identified in Item #8 below.

   Deliverables (2 draft and 2 final printed versions and electronic copies):

   - *Hydrology/Hydraulics Study;*
   - *Water Quality Report;*
   - *Traffic Study;*
   - *Historical Use and Hazardous Materials Assessment (Phase I);*
   - *Preliminary Geotechnical Survey*
   - *Cultural Resource survey and Tribal Consultation*
   - *Utility Assessment, and*
   - *Other studies recommended by consultant team.*

4. Analysis of Data & Workshops. Generate a constraints and opportunities map. Present draft conceptual project boundaries during workshops. Obtain community and stakeholder input and solicit feedback.

   Deliverables:

   - *Draft constraints and opportunities map with draft project boundaries for presentation and records;*
   - *Written record of input and feedback.*

5. Draft Goals & Objectives – Develop concept vision statement and draft goals/objectives, based on community input, surveys, stakeholders and feedback. Evaluate the draft goals and objectives against the existing General Plan and identify proposed amendments.

   Deliverables:

   - *Written vision statement and statement of goals and objectives;*
   - *Identify policy areas of the General Plan to be referenced as is or requires amendments; and*
   - *Obtain City review and comment.*

6. Draft Park Concept – Generate preliminary engineering and design (design development or 30% horizontal and vertical) documents, conceptual landscape plan, showing all proposed improvements consistent with applicable regulations including ADA/accessibility requirements and landscape ordinances. Prepare preliminary construction and maintenance cost estimates (spreadsheet), implementation plan, potential funding sources and phasing schedule. Identify future construction permitting and/or entitlement requirements (ACOE, CDFW, USFW, RWQCB, Caltrans, CPUC, private parties, etc). Recommend final project boundaries and/or alternatives. The concept plan documents shall be in CAD format and D Sheets and text, spreadsheets shall be generated in a program compatible with City programs (editable).

   Deliverables:
   - *Graphic draft park concept and boundaries (alternatives if appropriate) to City Staff for review.*
   - *Draft Park Concept Design – includes Preliminary Engineering and Design documents, conceptual landscape plan, (30% horizontal and vertical) utilizing base map document;*
   - *Draft phasing schedule identifying interrelated phases, required order of construction (if any), independent segments, future construction permitting requirements, Preliminary construction and maintenance costs, implementation plan, potential funding sources.*

7. Prepare memorandum(s) of understanding for execution between the City of Lemon Grove and those stakeholder agencies identified during the project (i.e., MTS, SDG&E, Helix Water, etc.) to memorialize participation and agreed upon solutions reached during the course of preliminary design. The agreements shall require the commitment of each entity to participate in the phasing, design and construction of the project consistent with preliminary design decisions.

   Deliverables:
   - *Record of agency participation and agreed upon solutions.*
   - *Draft memorandums of understanding for City review.*

8. Environmental Clearance – Conduct environmental review and analysis consistent with the California Environmental Quality Act (CEQA) including the discussion of all issue areas, evaluation of environmental impacts (if any), identification of potential mitigation measures (if any), analysis of appropriate project alternatives, and statements of facts and findings in relationship to the existing MEIR.

   Deliverables:
   - *Draft initial study and environmental determination for city review;*
   - *Notices and records;*
   - *Response documentation;*
   - *Final environmental documentation.*

Attachment D

9. General Plan Amendment – The Promenade Plan will result in a General Plan Amendment incorporating the final concept. The General Plan Amendment and final concept will provide the guidance for the development of construction documents, cost estimates and phasing of the development. The amendment must propose revisions to the Mobility Plan, but may also include revisions to the Health Element (underway), Conservation and Recreation Element, Community Development Element, STA II discussion, and Bicycle Master Plan. Environmental Mitigation measures shall be identified and included into the proposed General Plan Amendment in compliance with CEQA.

   Deliverables:
   - *Graphics and text for the amendment insert in the General Plan (Exhibit A); and*
   - *Final environmental documentation.*

10. Public Hearings at Planning Commission and City Council. A minimum of two public hearings to obtain Planning Commission advice and City Council approval of the General Plan Amendment. Assist in the preparation of the Staff Report and participate as lead presenter of the proposed project. Prepare graphics and text for presentation and insertion into the General Plan. All materials must be provided in an electronic format compatible to existing City software programs (editable).

    Deliverables:
    - *Presentation materials for public hearings at the Planning Commission and City Council; and*
    - *Participate in public hearing presentations.*

PERFORMANCE SCHEDULE

ATTACHMENT A

SCOPE OF WORK, SCHEDULE, AND APPROVED PROJECT BUDGET

TransNet SMART GROWTH INCENTIVE GRANT PROGRAM SCOPE OF WORK, BUDGET, & SCHEDULE (FY 2013 Cycle)

Project Title: Main Street Promenade Extension Project
Project Types: Planning

Project Location/Limits:
The Project area limits is the public right-of-way adjacent to the westerly side of the NTS/SDAE right-of-way from Broadway on the north to the City of Lemon Grove's southern boundary with the City of San Diego

Project Description:
The Main Street Promenade Extension Project would create a plan for a North/South roadway connecting public rights-of-ways for pedestrians and bicyclists.

Contract No.: [ ] SANDAG Use Only
Project (TNet) No.: [ ] SANDAG Use Only

Task No.	Task Description	Deliverables	Start Date*	Completion Date*	Duration	SANDAG Funds	Matching Funds	TOTAL
1	Consultant Selection & Admin.	RFP/ Agreement	NTP Date	5 Months	5 Months	$27,270	$2,730	$30,000
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5	Technical Studies	Studies	5 Months	11 Months	6 Months	$127,400	$14,700	$142,100
6	Draft Goals & Objectives	Goal & Objectives	16 Months	10 Months	4 Months	$13,640	$1,870	$15,510
7	Draft Park Concept	"D" Sheets	10 Months	13 Months	3 Months	$72,720	$7,280	$80,000
8	Environmental Clearance	Documentation	13 Months	23 Months	10 Months	$25,740	$2,570	$28,310
9	General Plan Amendment	Ordinance	16 Months	23 Months	7? Months	$9,100	$900	$10,000
10	City Council Approval	Staff Report	23 Months	24 Months	1 Month	$4,550	$450	$5,000
	Project Completion		NTP Date	24 Months	24 Months			
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PROJECT REVENUES:

Source	FY 2014	FY 2015	FY 2016	TOTAL
SGIP/ TransNet	$249,726	$140,508	$9,722	$400,000
Other	$24,974	$14,058	$972	$40,000
TOTALS	$274,746	$154,566	$10,688	$440,000

TransNet MPO ID NO. V10

Michael Baker
INTERNATIONAL

Main Street Promenade Phase II – Segment 1

Consultant Manager:	Tim Thiele, Michael Baker International
City of Lemon Grove Manager:	Tim Gabrielson, Rick Engineering
Duration:	3 months
Total Contract Value:	$45,965 ($50,465 w/ options)

Project Understanding

The intent of this work is to provide plans, specifications and estimate for improvements to the west side of Main Street from Broadway to Central Avenue. The improvements will consist of walkways, pedestrian ramps, curb & gutter repairs and improvements, hardscape and landscape treatments, lighting and signage designs.

Scope of Services

Task 1: Field Survey (Optional Task)

Consultant will perform a topographic survey on Main Street which will include the following:

- Establish horizontal and vertical control using appropriate benchmarks.
- Obtain information for edge conditions at limits of work where new improvements will meet existing.
- Obtain miscellaneous utility information such as invert elevations, pole locations and locations of other surface facilities within the project footprint.
- Detailed driveway topography at each property.
- Boundary survey to define existing right-of-way.

Deliverables
Topographic Base Map

Task 2: Street Improvement Plans

Consultant will prepare demolition and improvement plans for the addition of a walkways, curb, and gutter along the north side of Main Street from Broadway to City Hall. The plans will be prepared at a scale of one-inch equals twenty feet (1"=20') with accompanying profiles. Submittals of the improvement plans will be made at 65%, 90%, and Final. Improvement plans will indicate all surface improvements including, but not limited to curb, gutter, walkway, pedestrian ramps, driveways, pavement, utility relocations, curb returns, and grading. Plan submittals shall consist of fourteen 24" x 36" sheets.

Deliverables
PS&E submittals at 65%, 90% and Final milestones

Attachment E

Michael Baker
INTERNATIONAL

Task 3: Opinion of Probable Construction Costs & Specifications

Consultant will provide an opinion of probable construction costs in Microsoft Excel format that will include bid item description, bid unit, bid quantity, unit price, and total price for each bid item. The spreadsheet item description will correspond with the Bid Schedule item description to be used when advertising the project for construction bids. The opinion of probable construction costs will be submitted at 65%, 90%, and Final. As part of this task, Consultant will edit Parts 1, 2 and 3 of the Supplemental Provisions to the "Greenbook". It is assumed the City will provide and prepare the Notice Inviting Bids and the Bidder's Instructions for the Specifications Documents.

Deliverables
The opinion of probable construction costs and project specifications

Task 4: Landscape Architecture (KTU+A)

4.1 *Prepare landscape and natural storm water treatment plans*
Draft demolition plan to show plant material and hardscape features on the project site to be removed. Work with the Civil to determine opportunities for capture of storm water runoff in parkway strips. Create construction drawings indicating the placement and species of trees and any shrubs, groundcover, landscape surfacing and/or elements used in the project. Generate irrigation plans indicating mainline, lateral, and dripline placement as well as the location and types of irrigation equipment to be used. Prepare MAWA calculations and scheduling for the irrigation system.

4.2 *Prepare interpretive signage*
Research and design graphics for interpretive signs. Create plan specifying size, location, and types of interpretive signs and provide materials and finishes of sign elements.

4.3 *Prepare lighting plan and streetscape materials*
Create plan indicating placement and type of lighting products and other streetscape elements such as bollards, seating, trash receptacles or bike racks. Specify materials and finishes of lighting and streetscape elements.

4.4 *Update overall costs*
Perform plant, irrigation, and proposed streetscape element unit and square footage counts and prepare a cost estimate for the landscape portion of the project.

4.5 *Quality control and submit 65% package*
Senior Planner and Landscape Architect to plan check drawings and supervise corrections of any errors and/or omissions on the plans.

Deliverables:
Project planning base map, concept plans and material exhibits on proposed choices
Construction drawings at 65%, 90% and Final

Michael Baker
INTERNATIONAL

Task 5: Meetings, Coordination and Project Management

Consultant shall meet with and coordinate items related to the scope of work with the City, and design team members through design process. This task is based on an estimate of 12 hours of meetings and coordination. Consultant shall provide monthly progress reports including a description of work complete, a description of work remaining, and a summary of expenditures to day

Deliverables
Meeting minutes.
Monthly progress reports that will be submitted with each monthly invoice.

Schedule

Design work is anticipated to start in September 2016 and to last for approximately three (3) months. Major submittal milestones are as follows:

Deliverable	Submittal	City Review Period
Assumed City NTP 9/21/2016		
65% Submittal	10/12/16	10/13/16-10/19/16
90% Submittal	11/2/16	11/3/16-11/9/16
Final Design	11/16/16	11/17/16 Ready to Bid

Compensation Summary

Client agrees to compensate Michael Baker International for services indicated below:
Monthly on a percentage of completion basis for fees as indicated below.

FINAL ENGINEERING

Task 2	Street Improvement Plans	23,805
Task 3	Cost Estimate and Specifications	3,810
Task 4	Landscape Architecture (KTU+A)	14,700
Task 5	Meetings, Coordination and Project Management	3,200
Task 6	Reimbursables	450
	TOTAL	**$ 45,965**
Task 1	Field Survey	$ 4,500
	TOTAL all TASKS including OPTIONAL Task 1	**$ 50,465**

Attachment F

ENVIRONMENTAL CHECKLIST FORM
CITY OF LEMON GROVE
DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL ASSESSMENT NO. ND16-05

1. **Project Title:** Connect Main Street: Main Street Promenade Extension

2. **Lead Agency Name and Address:** City of Lemon Grove
   Development Services Department
   3232 Main Street
   Lemon Grove, CA. 91945

3. **Contact Person and Phone Number:** David De Vries, Development Services Director
   Phone: (619) 825-3812

4. **Project Location:** The Project site is located in the City of Lemon Grove ("City"), in southwestern San Diego County. The Project area is an approximate two-mile long corridor that runs parallel and to the west of the San Diego Metropolitan Transit System (MTS) Orange Trolley Line from Broadway to the northern terminus of Akins Avenue and includes private properties, existing public rights-of-way (ROW) within or adjacent to Main Street, utility easement areas, and a drainage channel within the City of Lemon Grove, California, 91945. The Project area includes utility easement areas behind the residents along the east side of San Altos Place.

5. **Project Sponsor's Name and Address:** City of Lemon Grove
   Development Services Department
   3232 Main Street
   Lemon Grove, California 91945

6. **General Plan Designation:** The right-of-way along Main Street and the properties between the right-of-way on Main Street and the San Diego Metropolitan Transit System (MTS) Orange Trolley Line are within the Transportation Land Use Designation. The area between Broadway and Central Avenue and including the five properties south of Central Avenue west of Main Street are within the Downtown Village Specific Plan Area and Special Treatment Area I of the General Plan, which is a Civic land use designation.

   The areas within Civic Center Park are within the Civic land use designation of the Downtown Village Specific Plan. The areas behind the residences on the east side of San Altos Place and the corresponding utility easements are within the Low/Medium Density Residential Land Use Designation.

7. **Zoning:** The right-of-way along Main Street and the properties between the right-of-way on Main Street and the trolley line are not within a zoning district.

   The areas within Civic Center Park are within the Civic Zoning District in the Downtown Village Specific Plan. The areas behind the residences on the east side of San Altos Place and the corresponding utility easements are within the Residential Low/Medium Zoning District.

Attachment F

8. **Description of the Project:** The proposed General Plan Amendment (GPA) and Connect Main Street Project (the proposed "Project") are intended to provide a plan for creation of a north/south open space area along the Main Street corridor within the City of Lemon Grove, California. The proposed General Plan Amendment includes amendments to the General Plan Community Development Element and Land Use Map to include a new Special Treatment Area (STA IX) for the Project in accordance with Chapter 18.40 of the Lemon Grove Municipal Code (LGMC). The approximate two-mile linear project corridor would strengthen the north-south connections in the City and would ultimately serve as a travel way for pedestrians, bicyclists, and vehicles within a park-like setting, while maintaining emergency and utility access. The proposed corridor enhancements would strengthen the connection between the residential neighborhoods in central and southern Lemon Grove, the Massachusetts and Lemon Grove Trolley Stations, and the commercial/civic core of the City. The corridor includes six themes in a chronological arrangement (going back in time) that may include, but are not limited to, the Early Pioneer Period, the Spanish/Mexican Period, the Kumeyaay Period, the Natural Evolutionary Time Period, the Weathering Forces Over Time Period, and the Geologic Time Period. Additional details, including the accepted conceptual design, vision and goals may be found at *tinyurl.com/connectmain*.

Purpose of the Project

Within the northernmost portion of the Project area, the City has constructed the Main Street Promenade Project, aimed at transforming a segment of Main Street between Broadway and North Avenue into a walkable, linear park and transit plaza. As constructed, the Promenade supports educational features, a play area, restrooms, and areas for passive recreation (i.e. sitting, picnicking, etc.). The Main Street Promenade serves as a lively, walkable central hub that provides a meeting place for both residents and visitors while enhancing the potential for future privately-initiated development in the City's downtown area. The Promenade was designed to incorporate the overall theme "Where Yesterday, Today, & Tomorrow Meet" which celebrates the City's history, informs visitors about current happenings, and provides a look forward to the future. All furnishings, plantings, lighting fixtures, and art were installed as part of the project to reflect the three "time elements" of the past, present, and future of the City. Construction of the Promenade was completed in 2013.

Building on the vision of the Promenade, the overall vision for the proposed Project improvements along the approximately two-mile corridor is "to create a community corridor that supports active lifestyles and transportation choices by providing a safe, beautiful and sustainable linear parkway that connects people, places, and activities for generations to come" while providing a unique and useable space for City residents and visitors alike through the integration of landscaping, public art, and other amenities. Further, the Project represents an opportunity to enhance connections between existing (and future) residential neighborhoods in the central and southern areas of the City with the heart of the City, including the City's two trolley stations (the Massachusetts and the Lemon Grove Trolley Stations) and local businesses. Overall, the Project is intended to ultimately result in design and future construction of a safe, comfortable, and enjoyable place for people to socialize, walk, bike, and run, among other activities, while maintaining utility maintenance and emergency access spanning the length of the alignment.

The following are the key goals identified for the Project:

1. Provide multiple mobility options that support active healthy lifestyles;
2. Create a sense of place;

3. Enhance the natural environment;
4. Improve safety and access for all ages;
5. Improve connections between neighborhoods and businesses; and,
6. Respect property and improve property values.

Project Background

Construction of the Main Street Promenade project (described above) represented Phase I of the City's intended improvements to the Main Street corridor. The Project, the General Plan Amendment and the construction of Connect Main Street, represents Phase II, the actions of which are analyzed herein in this Initial Study.

On January 10, 2014, the City of Lemon Grove received a Notice to Proceed from SANDAG on the Connect Main Street Project. On January 21, 2014, the Lemon Grove City Council selected citizen volunteers to participate as members of a Working Group to work with City staff, consultants, and neighbors to provide focused input and to oversee technical aspects of the Project. The working group met and provided direction to the consulting team, six times over the course of one year. Subsequently, on September 16, 2014, the City Council accepted the proposed vision and goals of the Project.

Since that time, the City has held three public workshops to provide a forum for public input to contribute to the overall vision for the corridor improvements. Several design alternatives were developed, taking into account certain opportunities and constraints identified through technical analysis (i.e. biological, cultural, hazardous materials, drainage/flooding, etc.) and were presented at the interactive public workshops, allowing the community to provide comments. Additionally, during the design process, the City actively maintained a website through which the public could view Project progress and provide comments on the potential design alternatives. Ultimately, a final conceptual plan, measured against the adopted vision and goals, was developed and presented to the City Council on August 15, 2015. This conceptual plan represents the Project being analyzed in this Initial Study. Since the August 2015 meeting, the City Council has also accepted a revised short-term plan that replaces the previous short- and mid-term plans for the segment between Broadway and Central Avenue. Also, a segment alternative has been accepted by the City Council for the segment between Massachusetts Avenue and San Pasqual Street.

Funding

The Project is primarily being funded via a grant awarded to the City through the San Diego Association of Governments (SANDAG) Smart Growth Incentive Program (SGIP). Smart Growth funds are generally awarded to improvement projects that are intended to support compact, transit-oriented type development that also creates places of interest within a community.

Proposed Project

The selected concept for the Project was generated from several design alternatives and public outreach efforts and measured against the adopted vision and goals for the corridor. A series of conceptual plans and cross-sections have been prepared for the affected alignment to illustrate the intended thematic design, districts, and amenities (available under separate cover); refer also to *Figures 2A to 2K, Proposed Project – Illustrative Cross Sections*.

Attachment F

The majority of the proposed improvements would occur within the existing ROW of Main Street and utility easements; however, in limited areas, encroachment into the MTS Trolley ROW or Union Pacific "sliver" properties would occur. The Project would also result in limited encroachment onto private property in several areas along the corridor. Refer to *Figure 3, Property/ROW Ownership Overview*.

The Project has been designed to consider the potential for certain planned activities or land uses to increase noise levels within the corridor. Through sensitive Project design, such uses (i.e. Skate Park, public gathering spaces) have been strategically located in order to reduce potential noise impacts that may adversely affect existing residential uses in the surrounding area.

Design Theme

The Project design divides the Main Street corridor into various segments to exhibit certain design themes and enhancements that would reinforce the chronological arrangement of time. This approach would reflect and continue the theme of "Where Yesterday, Today, & Tomorrow Meet," utilized for the Phase I Main Street Promenade project. Illustrative "Project Design Theme Segments" have been prepared to illustrate the intended themes along the corridor and are available under separate cover. Refer to *Figure 4, Project Design Theme Segments*, and *Figure 5, Project Design Theme (Sample)*. Although not accurately scaled in terms of time periods, this timeline concept would be extended from the Main Street Promenade to the southern Project boundary to depict geologic time. The majority of the corridor would be represented by the pre-historic time periods, with more historic and modern day elements being only a small portion of the corridor. The commencement and end of each such "time portal" would be clearly marked and further reinforced through installation of interpretive panels, milestone markers, dateline markers, kiosks, and overall design themes. Seven design themes are proposed along the corridor and include: Geologic Time; Weathering Forces Over Time; Natural Evolutionary Time; the Kumeyaay Period; the Spanish/Mexican Period; the Early Pioneer Period; and, the Yesterday, Today, & Tomorrow Promenade (previously-constructed Phase I).

Various streetscape improvements such as picnic tables, shade structures, seating, trash receptacles, and street and pedestrian lighting would be installed to reflect and reinforce the design themes. The integration of public art is also proposed throughout the corridor in the form of portals, fence and wall art, and historic and/or natural art pieces and furnishings.

Circulation/Access

The Project could result in the closure of Main Street in two places: 1) from Massachusetts Avenue to San Pasqual Street; and, 2) from the intersection of Main Street/Buena Vista Avenue/Mt. Vernon to the driveway entrance of the Lemon Grove Masonic Temple (2950 Main Street). An existing closure of Main Street (partial segment), from approximately 100 feet north of the intersection of San Pasqual Street, to approximately 980 feet south of the intersection of Beryl Street, would remain with Project implementation; refer to *Figure 3, Property/ROW Ownership Overview*, for the locations of the proposed street closures.

Additionally, traffic along Main Street could be converted to a one-way direction (versus current two-way traffic) at the segment from the San Miguel/Olive Street/Main Street Intersection to Burnell Avenue. A driveway closure is proposed at the Massachusetts Trolley Station lower parking lot driveway (right turn only) to Massachusetts Avenue. The north end of Main Street on the south side of Broadway could also be closed as a result of the Project.

The Project design includes the closure of the north end of Main Street on the south side of Broadway. The closure of this intersection was previously approved in concept as a part of the Downtown Village Specific Plan Amendment (Main Street Promenade); however, such closure may affect the provision of convenient access to the existing businesses south of Broadway on Main Street. The relocation of the bus stop on Main Street south of Broadway to be on the south side of Broadway north of Main Street is also a part. As such, the phasing of improvements is proposed to allow for implementation of a portion of the improvements to accommodate more efficient vehicle parking and enhanced sidewalk areas adjacent to the businesses in the short term. The final phase of the Main Street/Broadway intersection improvements would occur upon future redevelopment of the block, consistent with that identified in the Downtown Village Specific Plan.

Recreational Activities and Trails

The overall concept for the approximate two-mile corridor is the integration of features and activities that would provide recreational, social, and economic enhancement opportunities while enhancing the visual setting. The Project would provide a physical and visual link between the components to strengthen the overall character of the corridor. The Project design integrates the following elements to achieve this goal (refer to the Illustrative "Project Design Theme Segments" prepared to illustrate the intended themes along the corridor; available under separate cover).

Native Gardens (mostly linear edge conditions with interpretive signage);

Community Gardens (two potential locations);

Dog Parks (two parks separated to accommodate large or small dogs);

Skills/Health Park (tot lot, net climb course, rope climb course, par course);

Sporting Park (expanded Skate Park, BMX pump track, rock climbing structure, yoga platform); and/or,

Education Park (ecosystems, historical, cultural).

Additionally, the Project includes a variety of trails intended to provide for various user groups and needs. All trails would be capable of accommodating emergency vehicles while visually appearing to serve only pedestrian or bicycle traffic, thereby maintaining a more pedestrian sense of scale.

Design of the trail system would be classified as trail only segments (Type 1-3) or paths with parks (Type 4-6). Trail-only segments would be either multi-use paths located away from the roadway (Type 1); a bike boulevard and side trail combination located along a roadway (Type 2); or, consist of more urban-type paved trails and bike boulevards along roadways (Type 3). Other trails are associated with the proposed street closures and parklands. These would include linear parks associated with partial street closures (one lane remaining open) (Type 4); pocket parks associated with wider parklands areas resulting from full street closure (Type 5); or, plazas resulting from a street closure (Type 6).

The proposed trail concepts include the following:

Walking and hiking trails separated from the roadway (firm surfaces);

Urban trails utilizing existing or expanded walkways (hard surfaces);

Bike boulevard utilizing existing roadway surfaces (hard surfaces); and,

Multi-use paths located away from vehicles but within the roadway right of way (hard surfaces).

Attachment F

Landscaping

Landscape plantings would be installed to further enhance the corridor and strengthen the sense of overall cohesiveness. A variety of landscape treatments are proposed and are intended to be consistent with the established design theme within each segment of the alignment. Illustrative conceptual landscape plans have been prepared for the Project and are available under separate cover. To minimize water demands and maintenance costs, all Project landscaping would be with drought tolerant, native low maintenance plant material.

Infrastructure Improvements

The Project includes improvements to the existing earthen drainage channel that runs parallel to Lemon Grove Avenue, the trolley tracks, and Main Street. Portions of the existing natural drainage channel between the Project improvements and the existing railroad tracks could be restored to improve drainage capacity and functionality. These restored portions would serve as water quality treatment for stormwater runoff from the improvements. Areas of improvements outside of the improved channel areas could drain to proposed biofiltration areas (bioretention with underdrain) that would capture and treat runoff from the impervious areas onsite. Biofiltration facilities are vegetated surface water systems that filter water through vegetation and soil (or engineered media) prior to discharge via underdrain or overflow to the downstream conveyance system. Bioretention with underdrain facilities are commonly incorporated into a site within parking lot landscaping, along roadsides, and/or in open space areas. As these facilities have limited or no infiltration, they are generally designed to provide enough hydraulic head to move flows through the underdrain connection to the storm drain system. Treatment is achieved through filtration, sedimentation, sorption, biochemical processes, and plant uptake. The proposed onsite biofiltration areas would ultimately connect via storm drain outlet piping to the existing natural channel that runs parallel to the Project site. Any improvements within the railroad right-of-way would require approval of a right-of-way encroachment permit from the San Diego Metropolitan Transit Service (MTS).

The Project would enhance the onsite drainage channel through removal of trash and debris and planting of native vegetation and/or placement of cobble within some of the areas adjacent to the channel (not directly within the channel). Further, it is recommended that all non-native invasive species within the channel be removed to enhance the biological and aesthetic qualities of the channel; promote the proliferation of native plants in the channel; encourage greater use of the restored habitat by a more diverse assemblage of native wildlife; and, incorporate the channel as a linear feature for passive recreational use (e.g., birding) and human enjoyment (e.g., beautification), consistent with Project goals.

Although no specific grading plans are available at this time, future restoration efforts involving ground disturbance within the drainage feature may occur. Such activities would have the potential to impact jurisdictional areas, and would therefore require permits by the affected wildlife agencies (refer to *Table 2, Matrix of Anticipated Permits and Approvals*, for a listing of permits anticipated to be required from affected local, State, and/or federal agencies, as applicable).

Utilities

The Project would result in a number of utility improvements and/or relocation of existing utility lines to accommodate the Project as proposed. A number of sewer, gas, and water lines run parallel to or under large portions of the proposed improvements; however, it is anticipated that such utilities would incur limited impacts during Project construction. Additionally, multiple storm drains and electrical

infrastructure throughout the Project site would be avoided. The anticipated utility improvements include the following:

Several new water line connections for proposed water fountains located near the Skate Park, BMX track, picnic area, and dog park may be required;

Street light improvements made throughout the length of the affected alignment;

Multiple sewer and water accessories adjusted to grade; and,

Tie-in of any new irrigation lines into the City's existing system.

Lighting

Appropriate street and pedestrian-level lighting could be provided along the corridor for purposes of public safety and security and to allow for safe and efficient circulation of vehicles, pedestrians, and bicycles. All lighting installed would be in conformance with the City's outdoor lighting ordinance and would be shielded and directed downward to avoid light trespass or spillover onto adjacent lands, particularly where residential uses are present or planned. Further, lighting would be selected to discourage and/or minimize the potential for vandalism of the lighting fixtures to occur.

Phasing

Implementation of the Project would be phased, consistent with the draft Phasing Plans that may include up to eight different phases. Project phasing will be determined mostly by possible funding sources, which is in turn, determined by community preferences, council policy and grant opportunities. In some cases, such as at the Broadway end of the project, adjacent development efforts are likely to be needed in order to accomplish the proposed improvements. As such, the phasing concepts are based upon logical construction phasing with those elements that may be the easiest or least expensive to do done first. Other segments that can help as project catalysts for follow on phases, will also be considered high priorities.

It is anticipated that Project construction of Phase 1 could start as early as the 1st quarter of 2017, with ultimate build-out of the Project likely taking several years to beyond 2020; however, the rate at which the improvements are constructed would be dependent upon available funding and prioritization for construction of the various elements proposed. Further, some components of the Project would be constructed independent of others, while some phases may be interrelated and may require prior completion of other improvements proposed (i.e. sequential). Prior to commencement of a particular phase, the City shall obtain all required local, State, and/or federal permits, as appropriate, from the affected agencies.

The final phasing schedule specifying interrelated phases, required order of construction (if any), independent segments, future construction permitting requirements, preliminary construction and maintenance costs, an implementation plan, and potential funding sources are addressed as part of this General Plan Amendment, and prior to the commencement of any construction within the Project boundaries. The GPA will therefore provide guidance for future development on the Project site.

Affected Plans and Policies

The Project revises the City's General Plan (i.e. Health and Wellness Element). The changes to the General Plan would be required to ensure that the improvements proposed along the alignment are not

in conflict with the City's intended long-term vision for future development on lands affected by the Project. For example, the Conservation and Recreation Element may require amendment to encourage construction of and identify the need for the various recreational amenities proposed, consistent with the City's overall goals for the provision of public recreational facilities within the community. Similarly, the Health and Wellness Element may require amendment to address transit, the active transportation network, and/or the bikeway network (see Map 6, Existing and Proposed Bikeway Network, of the Element) relative to the improvements proposed. However, by providing a new Special Treatment Area encompassing the project area, description, vision, goals, and guidance for future development, the need for amendments throughout the General Plan and Downtown Village Specific Plan is not required. As applicable, environmental mitigation measures identified through preparation of the Initial Study would also be incorporated into the GPA in compliance with CEQA requirements.

As previously stated, the Project alignment connects Special Treatment Area II (STA II) and SANDAG Smart Growth Area LG3 to the Lemon Grove Depot and SANDAG Smart Growth Area LG2 (STA I and Downtown Village Specific Plan). Both of these sites are zoned for mixed-use residential use; however, the City has determined that the Project as proposed is consistent with the intent of the Specific Treatment Areas and that no additional revisions are required.

Additionally, the Project design includes the closure of the north end of Main Street south of Broadway. The closure of this intersection was previously approved in concept as a part of the Downtown Village Specific Plan Amendment (Main Street Promenade), and therefore, the Project would not result in conflict with the Specific Plan; however, such closure may affect the provision of convenient access to the existing businesses south of Broadway on Main Street. As such, the phasing of improvements is proposed to allow for implementation of a portion of the improvements to accommodate more efficient vehicle parking, enhanced sidewalk areas adjacent to the businesses, and relocation of the existing bus stop from Main Street to Broadway. The final phase of the Main Street/Broadway intersection improvements would occur upon future redevelopment of the block, consistent with that identified in the Downtown Village Specific Plan.

The Project does not amend the City's Bikeway Master Plan Update (GPA06-001, November 2006). Figure 5-1, Lemon Grove Existing and Proposed Bikeway Network, of the current Bikeway Master Plan provides an illustration of the planned improvements to the City's bicycle network over the long-term. The system of bikeways is classified into Class I, II, and II bikeway categories (consistent with classifications used by the California Department of Transportation, or Caltrans). The Master Plan also includes a list of intended improvements to the bikeway network; refer to Section 5.3, Recommended Network Projects. The Project would result in the addition (and/or enhancement) of bike paths along the affected alignment to improve circulation and connectivity, encourage this mode of travel, and improve rider safety. At this time, the proposed Class 1 multi-use paths and the Class 3 bike route (bikeway boulevard) are consistent with the Bike Master Plan, and no changes are expected to this Plan.

TABLE 1 PROPOSED PROJECT IMPROVEMENTS

CATEGORY/ITEM	LENGTH (FT.)	LENGTH (MI.)	AREA (SQ. FT.)	COUNT
TRAIL				
TOTAL LENGTH OF PROMENADE	11,030	2.09	-	-
STREET CLOSURES	2,462	0.47	-	5
ONE-WAY STREETS	1,016	0.19	-	-
URBAN TRAIL	1,232	0.23	-	-
COUNTRY (D.G) TRAIL	9,640	1.83	-	-

CATEGORY/ITEM	LENGTH (FT.)	LENGTH (MI.)	AREA (SQ. FT.)	COUNT
BIKE BOULEVARD	4,706	0.89	-	-
CLASS 1 MULTI-USE TRAIL	5,755	1.09	-	-
RE-LOCATED FENCE	1,288	0.24	-	-
FOOTBRIDGES	116	-	-	5
PROPOSED STREET CUL-DE-SACS	-	-	-	3
BULB-OUTS	-	-	-	7
CROSSWALKS	642	-	-	17
BUS STATIONS/STOPS	-	-	-	3
LANDSCAPING				
EXISTING TREES TO REMAIN	-	-	-	199
EXISTING TREES TO BE REMOVED	-	-	-	286
PROPOSED TREES	-	-	-	672
RESTORED CREEK	4,740	0.9	-	-
BIOSWALES	-	-	1,857	3
ACTIVE USE AREAS				
HORSESHOE COURT	-	-	500	1
BOULDERING	-	-	7,100	1
ROCK CLIMBING STRUCTURE	-	-	1,762	1
BMX PUMP TRACK	-	-	6,019	1
SKATE PARK	-	-	4,663	1
DOG PARK	-	-	7,914	1
ROPE-CLIMB COURSE	-	-	455	1
NET-CLIMB COURSE	-	-	553	1
HOPPING/CLIMBING COURSE	-	-	1,465	1
BALANCE/AGILITY COURSE	-	-	1,526	1
PARCOUSE STATIONS	-	-	1,075	7
CHILDREN'S ADVENTURE PLAYGROUND	-	-	1.364	1
KUMEYAAY THEMED PLAYGROUND	-	-	1,581	1
VIEWING DECK/YOGA PLATFORM	-	-	1,093	1

9. Surrounding Land Uses and Setting:

The affected segment of the Main Street alignment traverses existing and planned mixed-use high-density areas, single-family residential zones, and the City's Civic Center. From north to south, existing land uses along the Project alignment (Main Street) include: (1) Metropolitan Transit Services (MTS) Trolley Station at Main Street/Broadway, City Hall and visitor-serving commercial buildings, and the Civic Center Park between Broadway and Central Avenue; (2) multi- and single-family residences and a church between Central Avenue and Olive Street; and, (3) single-family residences between Olive Street and the southern end of the alignment and a large new 73 single-family residential development,

with exception of several commercial uses located at the Main Street/Massachusetts Avenue intersection.

This Project area is located within an urbanized environment in the vicinity of downtown Lemon Grove. The Project site varies in width and generally includes the rights-of-way of Main Street and intersecting streets, a drainage channel, and utility easement areas. Habitat within the boundaries of the Project footprint includes developed areas; disturbed areas primarily consisting of bare dirt and/or non-native weedy vegetation; non-native vegetated areas dominated by ornamental plantings; and, disturbed wetlands (located within two segments of an earthen drainage channel that extends along the east edge of a portion of the Project alignment). Onsite elevations range from approximately 448 feet above mean sea level (amsl) at the northern end to approximately 275 feet amsl at the southern end.

The affected alignment connects Special Treatment Area II (STA II) and SANDAG Smart Growth Area LG3 [located at the northwest corner of Massachusetts/Lemon Grove Avenues next to the Metropolitan Transit System (MTS) Massachusetts Trolley Station] to the Lemon Grove Depot [located in the Downtown Village Specific Plan area adjacent to the recently completed first phase of the Main Street Promenade [SANDAG Smart Growth Areas LG1 and LG2)]. The Smart Growth Areas are zoned for mixed-use residential.

10. **Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement):** It is anticipated that Project implementation would require approval of the discretionary actions and permits listed in *Table 2*. The approvals/permits are listed in the approximate order they are expected to be obtained.

TABLE 2 MATRIX OF ANTICIPATED APPROVALS AND PERMITS

Permit/Action Required	Approving Agency	Lead/Trustee/Responsible Agency Designation
General Plan Amendment	City of Lemon Grove (City)	Lead Agency
Construction Permit	City	Lead Agency
Improvement Plans	City	Lead Agency
Storm Water Management Plan	City	Lead Agency
General Construction Storm Water Permit	Regional Water Quality Control Board (RWQCB)	Responsible Agency
Railway Right-of-Way Encroachment Permit	Metropolitan Transit Service (MTS)	Responsible Agency
Permit to Construct	San Diego Air Pollution Control District (SDAPCD)	Responsible Agency
Section 401 Water Quality Certification[1]	RWQCB	Responsible Agency
1602 Streambed Alteration Agreement[1]	California Department of Fish and Wildlife (CDFW)	Trustee Agency
Clean Water Act 404 Permit[1]	U.S. Army Corps of Engineers (ACOE)	Responsible Agency

[1] It should be noted that permits from the regulatory agencies (RWQCB, CDFW, and/or ACOE) would only be required if the City of Lemon Grove undertakes restoration improvements within the onsite drainage channel. If no ground disturbance occurs within the channel, these permits would not be required.

Attachment F

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors highlighted below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Greenhouse Gas Emissions		Population/Housing
	Agricultural Resources	X	Hazards and Hazardous Materials		Public Services
	Air Quality		Hydrology/Water Quality		Recreation
X	Biological Resources		Land Use/Planning		Transportation/Traffic
X	Cultural Resources		Mineral Resources		Utilities/Service Systems
	Geology/Soils	X	Noise	X	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

_____ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

__X__ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

_____ I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.

_____ I find that the proposed project MAY have a "potential significant impact" or "potentially significant unless mitigated" impact on the environment, but a least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addresses.

_____ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed in and earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

David De Vries, AICP, Development Services Director — City of Lemon Grove
Printed Name — For

September 22, 2016

Attachment F

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on the project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project.
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particularly physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Significant Impact". The lead agency musty describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 17, "Earlier Analysis," may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR or other CEQA process, and effect has been adequately analyzed in an earlier EIR or negative declaration Section 15063 (c)(3) (d). In this case, a brief discussion should identify the following:
   a) Earlier Analysis used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated" describe the mitigation measures which were incorporated or refined from the earlier document and extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances, etc.). Reference to a previously prepared or outside document should where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: a source list should be attached and other sources use d or individuals contacted should be cited in the discussion.
8. This is only a suggested form and lead agencies are free to use different formats: however, lead agencies should normally address the questions from this checklist that relevant to the project's environmental effects in whatever format is selected.

9. The analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES AND SUPPORTING INFORMATION

1. AESTHETICS.

Would the Project:

a) Have a substantial adverse effect on a scenic vista?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

As stated in the MEIR, there are no visual features, focal points, or view corridors that would be significantly affected by build-out of the General Plan. Proposed land uses, architectural standards, landscaping and sign improvements, and City code enforcement would generally improve views into and within the City.

The Project site lies within a developed, urbanized setting within the City of Lemon Grove. The site is not located within or near a scenic vista or within view from a designated scenic highway, as no such aesthetic resources are located within the City of Lemon Grove.

The Project would result in improvements along the two-mile corridor to enhance mobility and circulation while providing opportunities for passive and active recreation. The Project would result in the design and construction of a safe and enjoyable place for people to socialize, walk, bike, and run, among other activities, and that incorporates landscaping, public art, and other amenities for residents and visitors to the area.

The majority of the proposed improvements would occur within the existing ROW of Main Street and utility easements; however, in limited areas, encroachment into the MTS Trolley ROW or Union Pacific "sliver" properties would occur. The Project would also result in limited encroachment onto private property in several areas along the corridor. As such, lands adjacent to the corridor would generally remain unaffected and in their present state.

It is not anticipated that the proposed improvements would adversely impact any visual resources within the Project vicinity, and the Project would not result in a substantial adverse effect on a scenic vista. **No impact** would occur.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

Refer to Response 1a), above. No officially designated State Scenic Highways are located within the City's boundaries. The area affected by the proposed Project is presently disturbed and/or developed and does not support any scenic resources or rock outcroppings. No such resources would be affected by the Project as proposed.

A number of mature trees are present within the affected corridor; refer also to the Biological Reconnaissance Report (Michael Baker International, February 2016). Removal and/or replacement of any mature trees with future development along the Project alignment would occur in conformance with City requirements applicable at the time when such activities take place.

As identified in the Cultural Resources Report prepared by Rincon Consultants, Inc. (May 2014), ten historic resources have been identified within a 0.5-mile radius of the Project site. Four of these resources are located adjacent to the site on the west side of Main Street (3308, 3262, 3268, and 3270 Main Street); however, all of these sites have been previously determined ineligible for listing in the National Register of Historic Places (NRHP). None of these resources would be directly impacted by the proposed Project.

One newly recorded historic resource, the Lemon Grove Monument, lies within the boundaries of the Project site. The "Big Lemon" monument was originally part of a parade float that occurred in 1928 and was later plastered in 1930 and placed at the center of town on a concrete platform. The monument is a recognizable icon within the community, contributing to its overall character; however, as it does not meet any of the criterion for listing as a historically significant resource, the monument has been recommended ineligible for listing in the California Register of Historical Resources (CRHR). The monument does however contribute to the overall intended theme of the Project, which recognizes the City's history. Improvements are proposed with the Project to enhance the area within an urban plaza in order to make it more visually prominent and appropriately sited; however, relocation of the monument is not proposed, and no significant impacts to this resource would occur with Project implementation.

As proposed, the Project would not cause substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. **No impact** would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Refer also to Response 1a), above. A Visual Impact Assessment was prepared by KTU+A (December 2015) to evaluate potential impacts of the proposed improvements on the existing character of the site and surrounding lands; refer to *Appendix A*. Visual impacts are demonstrated by identifying visual resources in a project area, measuring the amount of change that would occur as a result of a project, and predicting how the affected public would respond to or perceive those changes.

The concept for the approximately two-mile corridor is the integration of features and activities that would provide recreational, social, and economic enhancement opportunities while enhancing the visual setting and providing a physical and visual link between the components to strengthen the overall

character of the corridor. The corridor lies within an urban setting and lands onsite and adjoining the corridor are largely developed or highly disturbed along its length. The existing visual landscape is characterized by mostly flat terrain with only a few areas of substantial elevation change west of the Project corridor between Central Avenue and San Miguel and further south between Beryl Street and Broadway Avenue. Vegetation types within the Project area are made up mostly of decorative urban plantings with some native species and several known invasive species lining the onsite drainage channel where it surfaces along the Project corridor.

Land uses within the corridor are primarily composed of standard suburban residential developments with some commercial, institutional, transit-oriented, and recreational uses. Commercial areas are mostly composed of small shops at the north end, with a large U-Haul business towards the southern end being the main exception. The four main institutional land uses within the Project corridor include City Hall at the northern end, two churches in the middle portion, and the Mason's Hall building further to the south. Existing transit-oriented areas are made up primarily of the light-rail stations at the northern and southern ends of the Project, and the light-rail corridor that runs parallel to the Project corridor. Recreational uses within the Project envelope include Civic Center Park at the northern end and a small pocket park towards the middle of the Project site.

Because of its length and the fact that the Project site is along the edge of an open space created by the rail line ROW, the creek, and two roadways, the proposed Project area has a high level of visibility. The views of the Project elements are relatively open and can be seen from Main Street, properties immediately next to Main Street, the trolley corridor, and from Lemon Grove Avenue. The visibility is only interrupted by vegetation found in the onsite drainage channel and by the street trees along Main Street and Lemon Grove Avenue.

Temporary visual impacts would likely occur during the construction period of the Project. The construction phasing and staging area locations are unknown at this stage in the Project's development, although it is projected that the Project would be constructed in segments, with each segment taking approximately three to six months to complete. Impacts created by the construction process are expected to be negligible assuming standard best practices are followed, such as providing fencing to screen construction equipment staging areas. Additionally, when invasive species (palms) that line the onsite drainage channel to the south of the Massachusetts Trolley Station are removed during construction, there would be a temporary visual impact until the proposed native tree plantings reach maturity.

The visual character of the proposed Project elements would be compatible with the existing visual character of the Project corridor, although some elements would be more visible, due to their nature or design. The main Project elements, a Class I bike facility and pedestrian trail would lie low to the ground, following the line of the existing streets and property lines using neutral colors and textures that would blend into the surrounding visual setting. Similarly, the proposed road markings throughout the Project site would not be visually out of place, and would match the character of existing road striping within the area. Additionally, most of the supporting features proposed in the Project area would not clash with the existing semi-rural/suburban character of the current setting due to their small size, use of neutral materials, and support of existing uses. For example, the proposed plaza at the intersection of Broadway and Main Street would create a similar but improved setting for the lemon sculpture; the art wall proposed between San Pasqual and Massachusetts would add interest to the existing wall currently painted a flat bright green; and, the proposed tot-lot and Kumeyaay-themed play area would add amenities to existing park spaces where these types of features are not considered out of place.

Some Project elements would be fairly conspicuous when compared to the current visual character because of their height, irregularity, and/or design purpose. The gateway portals for example, are meant to set off various segments of the Project corridor and carry through the design concept of a continuous timeline. Their aesthetic, height, and materiality would be easily distinguished from the surroundings. Elements such as the Skate Park, pump track, and bouldering amenities would be less visible due to their minimal height and neutral colors and materials. Further, the public art proposed throughout the Project site may be distinctive depending on the artist's intent, material choices, and art placement. Other elements proposed would have varying degrees of visibility and contribution to the overall character within the corridor; refer also to *Appendix A* for additional discussion.

Overall, the visual quality of the Project area would not be negatively altered by the proposed Project elements and would even be improved in some areas. *Appendix A* provides a list of specific improvements proposed with the Project that are anticipated to result in improved visual quality within the corridor. Such improvements include the addition of trees to create a visual unity or intactness throughout the site and create a more memorable aesthetic; placement of picnic tables, benches, seat walls, and/or shade structures for public use; a Class I bike path and pedestrian trail; integration of interpretive panels scattered by the trail and trail kiosk to promote a coherent message throughout the corridor; installation of public art, ranch art, and art, graffiti, and sedimentary walls that would contribute to increasing the vividness of the corridor by creating landmark features by which viewers could remember the route; and, two community garden areas that would reflect the character of the surrounding planted areas and enhance the overall theme of the Project area, among other improvements.

Project elements with visual prominence would result in a moderate-low contrast with the existing visual character, and a moderate to moderate-low contrast to the existing visual quality. None of the proposed elements would be out of place in the urban and semi-rural environment typical in the Project area. The intent of the proposed design elements and treatments is to enhance the character of the area by being consistent and harmonious, while at the same time providing an increase in the vividness and memorability of the place. The proposed tree plantings, signage, and fence improvements would improve the consistency and visual order of the area. The variation in themed design districts would add visual interest and a transition of character and contrast to the visual setting. Proposed building materials would also be consistent with those in the surrounding area including wood, decomposed granite, black vinyl fencing, asphalt, and native or naturalized plantings among others.

It should be noted that, if the Project were not built, the study area would continue to lack character, interest, and a unifying theme or element. Cyclist and pedestrian routes through the corridor would remain disjointed by existing obstructions and street-crossing deficiencies, and would be limited to poorly-maintained footpaths and on-street routes. In its current state, the drainage channel would continue to collect debris and to be choked with invasive plant species. Needed public spaces and amenities would remain absent, and existing open spaces would continue to be used as a dumping grounds for waste material instead of as park spaces.

Overall, as determined through Project evaluation provided in the Visual Impact Assessment Memo, the changes to visual character resulting with the Project would be moderate to low, with most features of the Project reflecting the overall form, line, color, and texture vocabulary of the place. The changes proposed with the Project would result in a moderate decrease in visual intactness caused by the addition of many new elements, an increase in vividness due to the use of visually interesting and memorable forms, and an increase in visual unity because of the application of a cohesive design theming strategy throughout the Project area. Overall, the visual character of the Project would be

compatible with the existing visual character of the corridor and would not negatively impact the existing visual quality.

Although the proposed Project elements would result in a moderate degree of change in the current visual setting, and viewers within the area may be sensitive to such changes, the Project is not expected to create a negative or chaotic appearance, nor remove visual resources that currently contribute to visual quality within the area. Rather, the Project would improve the appearance of the existing visual environment surrounding Main Street and would add visual resources to increase the overall visual harmony, vividness, and/or memorability of the corridor. No major landform changes are proposed by the Project, nor would the Project result in the blocking of any designated view corridors to regionally or subregionally significant viewing scenes. Instead, the Project is part of a viewing scene that would be enhanced as a result of the Project. No designated scenic resources are located within the boundaries of or in the vicinity of the Project site that would be adversely impacted by the proposed improvements.

In conclusion, visual impacts associated with the proposed Project are not expected to have an adverse impact on the quality or character of the visual setting of the study area. Therefore, the Project would not substantially degrade the existing visual character or quality of the site and its surroundings**.** A **less than significant impact** would occur.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

The Project site is located within a developed, urbanized area. Street lighting and lighting from other sources (i.e. existing land uses, vehicles, etc.) is readily present within the corridor under existing conditions. Installation of street lighting and other minor sources of lighting (i.e. lighting for signage, wayfinding, etc.) could occur with Project implementation for purposes of public safety and to allow for safe pedestrian, bicycle, and vehicular circulation, as well as to reinforce the intended overall theme. All street lighting installed would be shielded and directed downward to minimize the potential for light spillover and to reduce or avoid adverse effects on adjacent land uses.

The Project does not propose the construction of any buildings or other structural elements that would have the potential to result in a substantial source of glare (i.e. building materials, glazing, etc.). Additionally, the City General Plan MEIR (Section 4.6, Aesthetics/Light and Glare) identifies Mitigation Measure 4.6-1 which requires City review of all new development to determine if adverse light and glare impacts would occur and implementation of design methods to avoid or reduce light and glare impacts such as shielded light fixtures, sensible use of reflective surfaces (i.e. building materials, glass, and pavement surfaces), and integration of landscape elements such as trees for shade and ground cover to reduce ground surface glare (General Plan Implementation Manual, Community Development Program #34).

All future development onsite would occur in conformance with applicable local regulations, plans, and policies aimed at reducing the potential for outdoor nighttime lighting and/or glare effects. For the

reasons above, the Project would not create a new source of substantial light or glare that could adversely affect day or nighttime views in the area. A **less than significant impact** would occur.

2. AGRICULTURE RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

The Project site is located within the City of Lemon Grove, which is generally urbanized, particularly in the vicinity of the Project site. The majority of the proposed improvements would occur within the existing ROW of Main Street and utility easements; however, in limited areas, encroachment into the MTS Trolley ROW or Union Pacific "sliver" properties would occur. As such, lands affected by the Project are largely disturbed and/or developed nature.

The California Resources Agency implements its Farmland Mapping and Monitoring Program (FMMP), providing maps and statistical data used for analyzing impacts agricultural resources within the State of California. Agricultural lands are rated based on soil quality and irrigation status, with lands having the best quality rated as Prime Farmland. As shown on the maps prepared pursuant to the FMMP and the City's General Plan, the Project site does not contain any agricultural resources, lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance. Therefore, no agricultural resources including Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance would be converted to a non-agricultural use as a result of the proposed Project. **No impact** would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

Refer to Response 2a), above. No lands onsite or adjacent to the proposed Project are zoned for agricultural use, nor are any such lands subject to a Williamson Act contract. Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. **No impact** would occur.

c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__X__No Impact

Discussion:

Refer to Response 2a), above. No designated Farmland is present on or adjacent to the Project site. According to the City's General Plan Land Use Map (General Plan Community Development Element, Figure CD-3, Land Use Plan) and the City's Zoning Map, no lands onsite or adjacent to the proposed Project are designated for agricultural use, and no such lands are present within the City's boundaries. Therefore, the Project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use. **No impact** would occur.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__X__Less Than Significant Impact

_____No Impact

Discussion:

The proposed Project is located in the San Diego Air Basin (SDAB), which is administered by the San Diego Air Pollution Control District (SDAPCD). The SDAPCD is responsible for protecting the public health and welfare within the County of San Diego through the administration of federal and State air quality laws, regulations, standards, and policies. The SDAPCD monitors air pollution, implementation of the County's portion of the State Implementation Plan (SIP), and application of the SDAPCD Rules and Regulations. The SIP contains strategies and tactics to be applied in order to attain and maintain acceptable air quality in the County, called the Regional Air Quality Strategy (RAQS). The RAQS is the applicable air quality plan for the proposed Project.

Consistency with the RAQS is determined by two standards: (1) whether the proposed project would exceed assumptions contained in the RAQS; and, (2) whether a project would increase the frequency or severity of violations of existing air quality standards, contribute to new violations, or delay the timely attainment of air quality standards or interim reductions as contained in the RAQS.

The air quality emission projections and emission reduction strategies in the RAQS are based on information from the California Air Resources Board (CARB) and San Diego Association of

Governments (SANDAG) regarding mobile and area source emissions, as well as growth in the County (including the City of Lemon Grove). The CARB mobile source emissions projections and SANDAG growth projections are derived from population and vehicle use trends, and land use plans developed by the cities and County as part of their general plans. A project that proposed development consistent with the growth anticipated in a general plan would be consistent with the RAQS.

As proposed, the Project would be consistent with growth patterns identified for the Project area and would not represent a use that is not anticipated to occur with future build-out of the General Plan. The changes to the General Plan Elements are proposed to ensure that the improvements proposed along the alignment are not in conflict with goals or policies identified; however, the Project would not result in a change to the potential for future growth. As previously stated, the Project alignment connects Special Treatment Area II (STA II) and SANDAG Smart Growth Area LG2 (STA I or DVSP) and LG3 to the Lemon Grove Depot.

In addition, as discussed below in 3b), Project construction and operational emissions are not anticipated to exceed established SDAPCD thresholds. As a result, the Project would not result in violations or affect air quality attainment status in the SDAPCD, and a **less than significant impact** would occur.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Construction: The Project involves minor construction activities associated with grading, paving, and construction due to the limited extent of Project improvements. Although minor, these construction activities would result in temporary increases in air pollutant emissions at the Project site.

Construction equipment may include tractors/loaders/backhoes, pavers, forklifts, rollers, rubber tired dozers, concrete/industrial saws, cranes, and cement and mortar mixers. Total construction emissions would also be influenced by the level of activity, length of the construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or offsite.

Emitted pollutants would likely include volatile organic compounds (VOCs), carbon monoxide (CO), nitrogen oxides (NO_X), sulfur dioxide (SO_X), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). The largest amount of CO and NO_X emissions would occur during the construction phase. PM_{10} and $PM_{2.5}$ emissions would occur from fugitive dust (due to earthwork and excavation) and from construction equipment exhaust. The majority of PM_{10} and $PM_{2.5}$ emissions would be generated by fugitive dust from earthwork activities.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive

dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon Project completion. Additionally, most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. $PM_{2.5}$ components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Project construction would be short-term and would be phased over time. It is not anticipated that the Project would result in fugitive dust emissions that would exceed SDAPCD thresholds. The Project would be required to ensure compliance with SDAPCD fugitive dust control measures during all construction activities to minimize fugitive dust emissions to the extent feasible. Therefore, impacts in this regard would be **less than significant.**

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Project site, emissions produced onsite as any maintenance equipment is used, and emissions from trucks transporting materials to/from the site. Due to the limited extent of Project improvements, combined with the fact that the Project would be phased over time, it is anticipated that construction equipment and worker vehicle exhaust emissions would be below the established SDAPCD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emission would be **less than significant.**

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, A General Location Guide for Ultramafic Rocks in California - Areas

More Likely to Contain Naturally Occurring Asbestos Report (August 2000), serpentinite and ultramafic rocks are not known to occur within the Project area. Thus, there would be **no impact** in this regard.

As such, Project construction emissions are not anticipated to exceed the established SDAPCD thresholds for criteria pollutants. Therefore, the Project would not violate any air quality standard or contribute substantially to an existing or Project-related air quality violation. Air quality impacts from construction of the proposed Project are considered to be **less than significant.**

Operation:

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, VOCs, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and VOCs react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$); however, CO tends to be a localized pollutant, dispersing rapidly at the source.

Area Source Emissions

Area source emissions are typically generated from consumer products, architectural coatings, and landscaping equipment. The primary area source emissions from the Project would be from consumer products, architectural coating, and landscaping.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed Project. The primary use of electricity and natural gas by the Project would be for lighting and any electronics.

Due to the nature of the proposed Project (i.e. enhancing a travel corridor for multi-modal transport), it is not anticipated that the Project operation would result in a substantial amount of emissions capable of exceeding SDAPCD thresholds. Thus, operational air quality impacts are anticipated to be **less than significant.**

c) *Results in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under any applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

The County of San Diego is designated as non-attainment area for the federal ozone standard, and is also a non-attainment area for the State standards for ozone, PM_{10}, and $PM_{2.5}$. As such, significant cumulative impacts to air quality for VOCs (an ozone precursor), NO_X (an ozone precursor), PM_{10}, and $PM_{2.5}$ exist. The greatest concern involving criteria air pollutants is whether a project would result in a cumulatively considerable net increase of PM_{10} and/or $PM_{2.5}$, or exceed screening level thresholds of ozone precursors (VOCs and NO_X).

It is anticipated that cumulatively considerable net increases during the construction phase would typically happen if two or more projects near each other are simultaneously constructing projects, or if a project's PM_{10}, $PM_{2.5}$, NO_X, and/or VOCs emissions are in exceedance of SDAPCD thresholds.

Construction timing for the proposed Project has not been specified at this time; however, all future development would be required to comply with the SDAPCD rules and regulations with regard to air emissions. Due to the nature of the proposed Project, combined with the fact that it would be phased over time, it is not anticipated that the proposed Project would generate construction air pollutant emissions in exceedance of SDAPCD thresholds.

Cumulative Long-Term Impacts

It is not anticipated that the Project would result in long-term air quality impacts, as emissions would likely not exceed the SDAPCD adopted operational thresholds. Additionally, adherence to SDAPCD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, it is not anticipated that the proposed Project would contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed Project would be **less than significant.**

d) Expose sensitive receptors to substantial pollutant concentrations?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Refer also to Response 3a, above. A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large.[1] Sensitive receptors are in locations such as day care centers, schools, retirement homes, and hospitals or medical patients in residential homes close to major roadways or stationary sources, which could be impacted by air pollutants. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the affected Project site include schools (i.e. Golden Avenue Elementary School, Lemon Grove Middle School) and a number of churches (i.e. First Baptist Church, Apostolic Church International of San Diego, Witness of the Word, Lemon Grove Assembly of God, and Trinity Christian Fellowship). Multi- and single-family residences are present between Central Avenue and Olive Street, and single-family residences are located on Olive Street and at the southern end of the alignment.

Construction activities in close proximity to these locations would potentially expose patients and residents to fugitive dust, although the site is generally developed and does not generally support wide expanses of exposed dirt. Additionally, construction activities would be phased and relatively short-term in nature, and would cease upon completion. All future development occurring within the Project

[1] As adopted by the South Coast Air Quality Management District CEQA Air Quality Handbook per City of San Diego, CEQA Significance Determination Thresholds, January 2011.

boundaries would be required to conform to standard measures for the control of fugitive dust during site grading and excavation and/or construction. Due to the nature of the proposed land uses, it is anticipated that operational emissions from the proposed Project (parks, gardens, recreational amenities, streetscape improvements, enhanced modes of alternative transportation) would be below SDAPCD thresholds.

Further, the Project is anticipated to reduce vehicle trips in the area by improving access to public transit and means of circulation for bicyclists and pedestrians, thereby reducing potential emissions. As proposed, the Project would not be inconsistent with future development intended by the City for the Project area, and significant impact on air resources is not likely to occur.

As indicated in the City's General Plan MEIR, the City anticipates air quality impacts associated with future build-out of Lemon Grove, but not to a level of significance. Individual development projects would be subject to City evaluation to determine whether potential impacts on air quality would occur and to identify applicable mitigation measures to reduce such impacts to the extent feasible. Due to the nature of the Project as proposed, the Project is not considered to result in a cumulatively considerable net increase of any criteria pollutant. Impacts would be **less than significant.**

4. BIOLOGICAL RESOURCES

Would the project:

a) Have a substantial adverse effect either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of fish and Game or U.S. Fish and Wildlife service?

_____Potentially Significant Impact

__**X**__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

Administered by the United States Fish and Wildlife Service (USFWS), the federal and State Endangered Species Acts (ESA) provide the legal framework for the listing and protection of species and their habitats identified as being endangered or threatened with extinction. Actions that jeopardize endangered or threatened species and their habitats are considered a "take" under the ESA. Section 9(a) of the federal ESA (FESA) defines take as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." Section 4(d) of the FESA regulates action that could jeopardize endangered or threatened species. A special rule under Section 4(d) authorizes "take" of certain protected species under approved state NCCP programs.

Additionally, Section 2080 of the California Fish and Game Code prohibits take of any endangered or threatened under the California Endangered Species Act (CESA), which also allows for take incidental to otherwise lawful activity through Section 2081(b) of the Fish and Game Code. Section 2080 states that "no person shall import into this state, export out of this State, or take, possess, purchase, or sell within this State, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts." CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate mitigation planning to offset project-caused losses of listed species populations and their

essential habitats. For those State-listed species that are also listed under the FESA, Section 2080.1 of the Fish and Game Code requires consistency determinations with federal incidental take statements.

As stated in the City's General Plan (Conservation and Recreation Element), almost all natural biological habitat in Lemon Grove has been previously removed during development activities. The remaining habitat consists of very limited amounts (approximately two acres total) of Diegan coastal sage scrub and/or disturbed wetlands (refer also to Figure CR-1, Vegetation Communities, of the General Plan). The City of Lemon Grove is not located within the boundaries of the County of San Diego Multiple Species Conservation Program (MSCP) or other adopted habitat conservation plan.

A Biological Reconnaissance Report was prepared by Michael Baker International in February 2016; refer to *Appendix B*. A site-survey determined that existing habitat within the approximate 23.8-acre Project footprint includes developed areas (12.3 acres); disturbed areas primarily consisting of bare dirt and/or non-native weedy vegetation (4.76 acres); non-native vegetated areas dominated by ornamental plantings (6.43 acres); and, disturbed wetlands (0.29 acre) in two segments of an earthen drainage channel that extends along the east edge of a portion of the Project alignment. Although the disturbed wetlands are dominated by cattails, this jurisdictional resource is considered a sensitive habitat.

No special-status plant or wildlife species were observed during the field reconnaissance, and the quality of the onsite habitats and their potential use by special-status species is considered low. Of the total development footprint, the Project would result in permanent impacts to 11.2 acres of disturbed/ornamental areas. Such habitat impacts would not be significant, due to the quality and low potential for use by special-status species. Furthermore, rare plant and protocol wildlife surveys are not recommended due to the disturbed conditions onsite. Future development on the site would occur consistent with all applicable federal, State, and/or local regulations pursuant to the protection of biological resources.

As stated above, if ground disturbance activities occur within the drainage channel for restoration, and if listed species are found to occur within the areas covered by the regulatory agency permitting actions associated with this work, then the Project would have the potential to result in a substantial adverse effect either directly or through habitat modifications on species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). However, as no specific grading and/or improvement plans have been prepared to date for restoration efforts within the drainage channel, specific impacts are unknown at this time. Mitigation Measure BIO-1 below is required to ensure that potential Project impacts on any special status species would be reduced to **less than significant with mitigation incorporated**:

MM BIO-1 Prior to any ground disturbance within the onsite earthen drainage for channel restoration, the City shall obtain the required regulatory agency permits for this work, which will involve identifying the potential presence of listed species within the area of take covered by the State and federal permits. If present, then the required permitting actions will include preparation of a Biological Assessment to provide the basis for FESA Section 7 Consultations and issuance of a Biological Opinion by USFWS to evaluate indirect and direct impacts, and identify appropriate mitigation measures to reduce such impacts, which will authorize take of the affected listed species.

b) Have a substantially adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plan, policies, or regulations or by the California Department of Fish and Game or U.S. Wildlife Service?

_____Potentially Significant Impact

__X__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 4a), above. Fed by persistent urban runoff flows, disturbed emergent wetland occurs within the onsite drainage swale characterized by low-growing, perennial wetland species such as common tule, broad-leaf cattail, and cocklebur. The southern end of the swale is a densely vegetated non-native thicket in which the invasive castor bean and Peruvian and Brazilian pepper trees account for greater than 50% of the total vegetative cover. The remaining swale is a densely vegetated riparian thicket in which non-native, invasive Mexican fan palms account for greater than 50% of the total vegetative cover.

The Project includes removal of trash and debris within the drainage channel, and planting of additional native vegetation and/or placement of cobble within some of the areas adjacent to the channel (not directly within the channel). In addition, future channel restoration activities are proposed that will involve ground disturbance; however, specific grading plans showing the locations and extent of such improvements are not available at this time. Such activities would have the potential to result in a significant impact on jurisdictional areas, and would therefore require federal and State permits pursuant to CWA Sections 404 and 401; and CFG Code Section 1602 (Streambed Alteration Agreement). Implementation of Mitigation Measure BIO-2 below would ensure that such impacts are reduced to **less than significant with mitigation incorporated**.

MM BIO-2

a. Consistent with Section 15126.4(a)(B) of the CEQA Guidelines, prior to channel restoration within the onsite earthen drainage feature, the following performance measures shall be implemented:

   The City shall prepare improvement and grading plans for any restoration activities planned within the onsite earthen drainage channel to specifically indicate the location(s) and extent of where such activities would occur and the specific improvements to be implemented. If phasing of any such restoration activities is proposed, such conditions shall be indicated on the plans.

   A jurisdictional delineation and report shall be prepared to map and identify agency jurisdictional impacts.

   The City shall meet with those regulatory agencies having jurisdiction over the affected areas to confirm the findings of the jurisdictional delineation.

   A determination as to the required permits (e.g., CWA 404 Individual or Nationwide Permit; Section 1602 Streambed Alteration Agreement; and/or, CWA Section 401 Water Quality Certification) shall be made by the affected regulatory agencies. The City shall coordinate with the regulatory agencies to complete the regulatory permitting process. All required regulatory permits shall be obtained, prior to issuance of a grading permit for any channel restoration work.

b. As part of the above-described permitting actions, FESA Section 7 Consultations may be required (see MM BIO-1), as well as National Historic Preservation Act

(NHPA) Section 106 Compliance if ground disturbance activities (i.e. grubbing, excavation) associated with channel restoration activities affect buried cultural resources.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

_____Potentially Significant Impact

__**X**__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

As stated above, of the total 23.8-acre development footprint, approximately 0.29 acre of disturbed wetlands are present within two segments of the earthen drainage channel. Although the disturbed wetlands are dominated by cattails, this jurisdictional resource is considered a sensitive habitat. Project impacts would be limited to approximately 11.2 acres of disturbed/ornamental areas.

Refer to Response 4b), above with regard to potential impacts on jurisdictional resources. CWA Section 404 requires that a permit be obtained from the U.S. ACOE prior to the discharge of dredged or fill materials into any "waters of the U.S.," including wetlands. Such permits often require mitigation to offset losses of these habitat types. Waters of the U.S. are broadly defined in the ACOE's regulations (33 CFR 328) to include navigable waterways and their tributaries. Waters of the U.S. encompass both wetland and non-wetland aquatic habitats, such as streams, creeks, rivers, lakes, ponds, bays, and oceans. Wetlands are defined as: "Those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." To fit this definition, an area suspected of being a wetland must have hydrophytic vegetation, hydric soils, and hydrology. Wetlands that are not specifically exempt from Section 404 regulations (such as drainage channels excavated on dry land) are considered to be "jurisdictional wetlands." The ACOE is required to consult with the USFWS, federal and State Environmental Protection Agency (EPA), RWQCB, and CDFW in carrying out its discretionary authority under Section 404.

The Project would enhance the through removal of trash and debris and planting of native vegetation and/or placement of cobble within some of the areas adjacent to the channel (not directly within the channel). Removal of non-native invasive species will promote the proliferation of native plants in the channel; encourage greater use of the enhanced habitat by a more diverse assemblage of native wildlife; and, advance the Project goals by incorporating such restored linear features as a Project amenity for passive recreational use (e.g., birding) and human enjoyment (e.g., beautification). As recommended in the Biological Reconnaissance Report, these wetlands should be maintained as such (i.e., free of non-native invasive vegetation) in perpetuity to enhance the ecological and storm water pollution filtration functions in the channel. Such maintenance work would not require permits under CWA Sections 404 and 401 and Section 1602 of the California Fish and Game Code).

As described under Response 4b), above, if the City undertakes future channel restoration activities, the Project would have the potential to result in a substantial adverse effect on jurisdictional areas through direct removal, filling, hydrological interruption, or other means. However, implementation of Mitigation

Measure BIO-2 would ensure that such impacts are reduced to **less than significant with mitigation incorporated**.

d) Interfere substantially with the movement of any resident, migratory wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?

_____Potentially Significant Impact

__**X**__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

All migratory bird species that are native to the U.S. or its territories are protected under the federal Migratory Bird Treaty Act (MBTA), as amended under the Migratory Bird Treaty Reform Act of 2004 (FR Doc. 05-5127). The MBTA prohibits "take" (kill, harm, harass, capture, etc.) of any migratory bird listed in 50 CFR 10, including their nests, eggs, or products. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and many other species.

The Project site is located within an urban environment and lands onsite and adjacent to the affected alignment are generally developed and/or disturbed. The existing conditions of the Project area contain a variety of improvement conditions including an earthen drainage channel running parallel with Lemon Grove Avenue, the trolley tracks, and Main Street. Due to the existing setting and the lack of natural habitat, no migratory or wildlife corridors are located on or affect the site.

Common nesting bird species and sensitive raptors protected by the federal MBTA and the California Fish and Game Code could be adversely affected by future implementation of proposed Project if removal of suitable nesting habitat (i.e., mature trees) would occur during the general breeding season (January through September). Mitigation measures are proposed if grading/construction activities would occur during this timeframe and would require a pre-construction survey within 500 feet of the proposed work limits, creation of a buffer around active nests if identified, monitoring of the site during construction activities, and/or cessation of construction activities if nesting birds are observed onsite or adjacent to the site to avoid potential noise impacts. Direct impacts may involve the removal of vegetation with an active nest, and indirect impacts involve construction-related noise levels affecting nesting behavior at active nests near the construction activities possibly resulting in nest abandonment. Direct and indirect Project impacts to nesting birds would be reduced to below a level of significance with implementation of Mitigation Measure BIO-3 listed below.

Although the Project would result in permanent loss of trees that are used by protected avian species and raptors, this would not be a significant cumulative impact because it is assumed these species exist within stable populations in the region.

As such, implementation of the proposed Project would not interfere with the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites with implementation of Mitigation Measure BIO-3. Impacts would be **less than significant with mitigation incorporated.**

MM BIO-3 Vegetation removal, grading and construction performed during the breeding season of avian species protected by the MBTA (January through September) could result in significant direct or indirect impacts to nesting birds, if such nesting is occurring within

existing vegetation onsite or adjacent to the construction site(s). Direct impacts could involve the removal of vegetation and trees with an active nest; and indirect impacts could involve construction-related noise levels affecting nesting behavior at active nests near the construction activities possibly resulting in nest abandonment. Therefore, the following mitigation measures shall be implemented to reduce these potential impacts to below a level of significance:

c. Within 30 days prior to commencement of construction activities, a qualified biologist shall perform a preconstruction survey within 500 feet from the proposed work limits.

d. If active avian nest(s) are discovered within or 500 feet from the work limits, a buffer shall be delineated around the active nest(s). The appropriate buffers from active nest(s) shall be the distance the biologist determines is necessary to avoid the taking, capturing, or killing of any migratory bird, or any part of their nests or eggs. Areas restricted from such activities shall be staked or fenced under the supervision of the biologist.

e. The biologist shall monitor the nest(s) weekly after commencement of construction to ensure that nesting behavior is not adversely affected by construction activities. If the biologist determines that nesting behavior is adversely affected by construction activities, then the following noise mitigation program shall be implemented in consultation with CDFW to allow Project construction to proceed:

   No construction activities shall occur within any portion of the site where such activities would result in noise levels exceeding 60 dB(A) hourly average (or the ambient noise level, if it already exceeds this threshold) at the edge of occupied habitat, based on noise measurements conducted by a qualified acoustician (possessing a current noise engineer license or registration and noise level monitoring experience for the avian species). Under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, temporary walls, etc.) shall be implemented to ensure that construction-related noise levels do not exceed 60 dB(A) hourly average (or the ambient noise level, if it already exceeds this threshold) at the edge of occupied habitat.

   Noise monitoring[2] shall be conducted at the edge of occupied habitat to ensure that noise levels do not exceed 60 dB(A) hourly average (or the ambient noise level, if it already exceeds this threshold). If the noise attenuation techniques implemented are determined by the biologist to be inadequate to achieve the noise thresholds or otherwise prevent the taking, capturing or killing of any migratory bird, their nests or eggs, then the associated construction activities shall cease until such time that either:

   enhanced attenuation techniques (e.g., higher walls, more walls, relocated walls, limitations on the placement of construction equipment, simultaneous use of loud

[2] Construction noise shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average (or the ambient noise level, if it already exceeds 60 dB(A) hourly average) and are avoiding the taking, capturing, or killing of any migratory bird, or any part of their nests or eggs.

equipment) are implemented that can achieve the noise threshold (or the no take, capture or kill standard); OR,

until the young have fledged and are no longer returning to the nest(s).

All such mitigation requirements determined by the biologist to meet the above stated performance standards shall be incorporated into the final biological construction monitoring report.

Once the young have fledged and have left the nest(s), then construction activities may proceed within 300 feet (500 feet for raptor species) of the fledged nest(s). The point in time that the young have fledged from the nest(s) shall be determined by the biologist.

Raptor nests are protected under California Fish and Game Code 3503.5 (California Law 2011) which makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes; or to take, possess, or destroy the nests or eggs of any such birds. Consultation with CDFW shall be required prior to the removal of any raptor nest(s) observed during the preconstruction clearance surveys.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 4a), above. Due to the largely disturbed/developed nature of the Project site, impacts to existing habitat resulting with the Project would be limited. A number of mature trees are present within the Project boundaries and may be disturbed and/or removed with Project implementation; however, no tree species considered to be sensitive biological resources (i.e., threatened or endangered species at the State or federal level) are present onsite.

The City does not have a formally adopted tree protection ordinance; however, limited regulations are provided in Title 12, Chapter 12.04, Article V, Planting, Trimming, and Removal of Trees, Hedges, and Shrub of the City's Municipal Code pertaining to tree removal and related permitting requirements. Removal and/or replacement of any mature trees with future development along the Project alignment would occur in conformance with City requirements applicable at the time when such activities take place. Additionally, future development onsite would be subject to all applicable federal, State, and local policies and regulations pertaining to the protection of biological resources and tree preservation, as appropriate.

Additionally, the Project would result in the planting of new trees and ornamental landscaping within the Project boundaries as part of the intended enhancements and to reinforce the overall design theme. Ultimately, the Project would result in an increase in the number of trees within the affected corridor over that which exists under current conditions.

The proposed Project would not result in conflict with local policies or ordinances protecting biological resources or tree preservation. Impacts would be **less than significant.**

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan and other approved local, regional, or State habitat conservation plan?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__X__No Impact

Discussion:

Refer to Response 4a), above. The Project site is located within a highly urbanized area and is generally comprised of the existing public ROW along or adjacent to Main Street, utility easement areas, and the onsite drainage channel. Natural habitat within the City is very limited (approximately two acres remaining) due to previous development activities. As such, the City does not lie within the boundaries of an adopted plan intended for long-term conservation of natural or biological resources.

Therefore, the Project would not conflict the provisions of an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan. **No impact** would occur.

5. CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__X__No Impact

Discussion:

Refer to Response 1b), above. As identified in the Cultural Resources Report prepared by Rincon (May 2014), ten historic resources have been identified within a 0.5-mile radius of the Project site; refer to *Appendix C*. Four of these resources are located adjacent to the site on the west side of Main Street (3308, 3262, 3268, and 3270 Main Street); however, all of these sites have been previously determined ineligible for listing in the National Register of Historic Places (NRHP). None of these resources would be directly or indirectly impacted by the proposed Project.

One newly recorded resource, the Lemon Grove Monument, lies within the boundaries of the Project site. The monument was originally part of a parade float that occurred in 1928 and was later plastered in 1930 and placed at the center of town on a concrete platform. The monument is a recognizable icon within the community, contributing to its overall character, and is considered locally significant; however, as it does not meet any of the criterion for listing as a historically significant resource, the monument has been recommended ineligible for listing in the California Register of Historical Resources (CRHR). In the event that the City of Lemon Grove develops a local register of historic resources, it is recommended that the Lemon Grove Monument be evaluated for listing in that register. The monument would not be disturbed or relocated by the proposed Project, and instead, contributes to the overall intended theme which recognizes the City's history. Therefore, no indirect or direct impacts to this resource would occur.

As such, the Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5. **No impact** would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

_____Potentially Significant Impact

__**X**__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

Rincon initiated Native American coordination for the Project on May 2, 2014. The Native American Heritage Commission (NAHC) was contacted to request a review of the Sacred Lands File (SLF). The NAHC indicated that a search of the SLF "failed to identify Native American cultural resources" within the Project site. The NAHC provided a list of 13 Native American individuals or tribal organizations that may have knowledge of cultural resources in or near the Project site. Because the Project is subject to Senate Bill 18 of 2005 (SB 18), which has been codified into California Law, (California Public Resources Code §65352.3 - 65352.4), the contact list was forwarded to the City of Lemon Grove which will conduct government-to-government consultation.

Additionally, the City undertook consultation for tribal cultural resources, pursuant to State Assembly Bill 52 (AB 52). Per AB 52, lead agencies are required to evaluate a project's potential impact to a "tribal cultural resource." A tribal cultural resource is defined as a site, feature, place, cultural landscape, sacred place or object with cultural value to a California Native American tribe, which may include non-unique archeological resources previously subject to limited review under CEQA. "California Native American tribes" are all tribes (federally recognized or not) on the "contact list" maintained by the Native American Heritage Commission. If substantial evidence demonstrates that a project may cause a substantial adverse change to a tribal cultural resource, AB 52 provides that a project may have a significant effect on the environment. AB 52 also contains a list of potential mitigation measures, including a preference for preservation in place, which must be considered by a lead agency, unless it determines that the measure is infeasible. All consultation requirements were fulfilled by the City of Lemon Grove, pursuant to State regulations. An AB 52/SB 18 tribal notification and request for consultation was sent to all tribes requesting AB 52 tribal consultation for projects and to a July 25, 2016 consultation list of tribes provided by the Native American Heritage Commission (NAHC) after notification of the proposed Project was given to NAHC. As a result of such consultation efforts, the City received a request for consultation from one tribe only. A comment letter from the Viejas Band of Kumeyaay Indians requested that a Kumeyaay Cultural Monitor must be on site for ground disturbing activities to inform the Viejas Band of Kumeyaay Indians of any new developments such as the inadvertent discovery of cultural artifacts, cremation sites, or human remains. This condition will be made a mitigation measure/condition of approval prior to grading permit issuance for grading activities within the Project area. This concluded the tribal consultation.

In May 2014, Rincon conducted a records search was conducted at the South Coastal Information Center (SCIC) located at San Diego State University conducted a search of the California Historical Resources Information System (CHRIS). The SCIC records search identified a total of 36 previous studies within a 0.5-mile radius of the Project site, five of which (SCIC report numbers 1121218, 1127505, 1130018, 1130058, and 1131826) include portions of the Project site. Additionally, the SCIC

records search identified two previously recorded cultural resources within a 0.5-mile radius of the Project site. Neither of these resources is located within the Project site.

A cultural resources field survey of the Project site was conducted on May 27, 2014. Bare ground visibility during survey varied, as portions of the Project site are paved with asphalt or concrete. Ground visibility within the unpaved portions of the Project site was poor (approximately 30 percent), due to presence of vegetation and duff. All exposed ground surface was examined for artifacts; soil discoloration that might indicate the presence of a cultural midden; soil depressions; and, features indicative of the former presence of structures or buildings or historic debris. Ground disturbances such as burrows were visually inspected. No cultural resources were discovered during the site survey; refer also to Response 5a), above.

The results of the records search, Native American scoping, and field survey indicate that no cultural resources would be impacted by the Project. Based on the results of the records search, Native American scoping, and field survey, no further cultural resources work is recommended for the Project.

However, the Project would have the potential to impact unknown cultural resources during ground disturbing activities occurring with Project implementation. If cultural resources are encountered during ground-disturbing activities, work in the immediate area would halt and such resources would require evaluation. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted. As such, the Project would have the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5. Impacts would be reduced to **less than significant with mitigation incorporated.**

MM CR-1 As buried (unknown) significant archaeological resources (including human remains) may be present onsite or offsite in areas where earth-disturbing activities may occur during Project construction, construction monitoring by a qualified archaeologist and Native American monitor, including a Kumeyaay Cultural Monitor, shall be required during all earth-disturbing activities associated with the Project.

Prior to the issuance of grading or building permits, the Project proponent shall prepare a Cultural Resources Management Plan that will detail how all known cultural resources within the Project site will be avoided and managed, and how unknown resources will be treated in the event of their discovery during earth disturbing activities. The Cultural Resources Management Plan shall be prepared by a qualified archaeologist (defined as an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards as published in Title 36, Code of Federal Regulations, part 61), and shall be submitted to the City of Lemon Grove Development Services Department for review and approval, prior to issuance of the grading and/or improvement permits for the Project.

The Cultural Resources Management Plan shall include the following:

a. Avoidance and Protection Provisions

Detailed plan for avoiding, managing and protecting all known cultural sites that have been identified within the Project site boundaries; and, any resources deemed eligible or potentially eligible for the California Register of Historical Resources or other Local Register (if established).

The provisions shall demonstrate that, during all Project earth disturbing activities, avoidance of cultural resource sites shall be the preferred treatment measure, and all impacts to sites that are potentially eligible for the California Register of

Historical Resources or other Local Register (if established) shall be avoided to the greatest extent possible by Project redesign. In addition, the Project shall, to the greatest extent possible, avoid the placement of temporary and permanent support facilities within 25 feet of the identified sites.

b. Unanticipated Discovery Protocol

1) The provisions shall demonstrate that, during all Project design, construction, and operational activities, avoidance of cultural resource sites shall be the preferred treatment measure, and all impacts to sites that are potentially eligible for the California Register of Historical Resources or other Local Register (if established) shall be avoided to the greatest extent possible by Project redesign. In addition, the Project shall, to the greatest extent possible, avoid the placement of temporary and permanent support facilities within 25 feet of the identified sites.

Specific wording that if evidence of archaeological resources (e.g., chipped or ground stone, historical debris, building foundations, or human bone) is identified during earth disturbing activities, all work within 50 feet of the discovery site shall cease until a qualified archaeologist can assess the significance of the find;

Notification requirements, including immediate notification by the Project proponent to a qualified archeologist and the City of Lemon Grove Development Services Department;

Consultation with the City of Lemon Grove Development Services Department; the qualified archaeologist; Native American representatives (if appropriate); the Project proponent; and, other appropriate agencies, to determine whether the discovered resource can be avoided and if impacts have not occurred, whether work can continue. If it is determined that the resource has been impacted and an assessment of its significance is required, then a qualified archaeologist shall develop appropriate treatment measures for the discovered and impacted resource in consultation with appropriate agencies, and work shall not resume until permission is received from the City.

c. Sensitive Archaeological Locations Monitoring Provisions

1) The Project proponent shall provide for a City-approved archaeologist to monitor all earthmoving activities in areas within 50 feet of identified archaeological sites, or in areas that have been determined to have a high sensitivity for prehistoric resources. The archaeologist shall be authorized to halt construction, if necessary, in the immediate area where buried cultural resources are encountered. The monitor shall maintain a daily monitoring log that describes monitoring activities and results. This report shall be submitted within 90 days of completion of the archaeological monitoring to the City of Lemon Grove Development Services Department and the South Coastal Information Center.

d. Pre-Construction Onsite Personnel Workshop

1) The Plan shall include provisions for a workshop to brief all Project construction workers and supervisors on monitor roles, responsibilities, and authority; restricted areas and approved vehicle corridors; the types of artifacts that may be encountered; penalties for unauthorized collection of artifacts; and, the need to temporarily redirect work away from the location of any unanticipated discovery until it is recorded and adequately documented and treated. The names of all personnel who attend the training shall be recorded. An information package shall be provided for construction personnel not present at the initial preconstruction briefing.

e. Curation Requirements

1) The Plan shall state that archaeological collections, final reports, field notes, and other standard documentation collected during Project implementation shall be permanently curated at a facility in San Diego County that meets federal standards per 36 CFR Part 79.

f. Standards for Discovery of Human Remains

1) The Plan shall specify standard procedures for recording and treating human remains in accordance with applicable laws, regulations, and guidelines. In-place preservation and protection from further disturbance shall always be the preferred approach. If human remains are discovered, work in the immediate vicinity shall stop until the San Diego County coroner can determine whether the remains are those of a Native American. If they are those of a Native American, the following would apply:

The coroner shall contact the Native American Heritage Commission.

The human remains shall be protected until the County coroner and the MLD and property owner (City) or their representative consult regarding the disposition of the human remains. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

According to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and willful disturbance of human remains is a felony (Section 7052).

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

_____Potentially Significant Impact

__X__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

According to the Preliminary Geotechnical Report prepared by GECON (October 2015), the majority of the affected length of the corridor is underlain by either the Mission Valley Formation or the Stadium Conglomerate Formation. A limited area in the northern portion of the site is underlain by Quaternary-age Very Old Terrace Deposits. Areas underlain by the San Diego Formation lie just to the west of the affected alignment as well. Undocumented fill and topsoil (unmapped) are also anticipated to be present within the boundaries of the site.

As indicated in the City's General Plan MEIR (Section 4.10, Geologic Resources), the Mission Valley Formation exhibits a moderate to high potential for the occurrence of paleontological resources. This Formation typically supports a rich middle Eocene molluscan fauna. The Stadium Conglomerate has a low to moderate potential for paleontological resources. The San Diego Formation sandstone part has a very high potential for paleontological resources and typically contains important marine mammal and invertebrate fossils. The Quaternary-age Very Old Terrace Deposits exhibit a moderate to high potential for the occurrence of paleontological resources.

No known paleontological resources are present within the Project area. Due to the highly-disturbed nature of the site, it is not anticipated that unique paleontological resources would be encountered during Project implementation; however, the potential for the discovery of unknown resources does exist. As such, mitigation is required in the event that unknown paleontological resources are discovered to reduce potential impacts to less than significant. All proposed future development shall require impact assessment and mitigation consistent with CEQA requirements for impacts to paleontological resources and in compliance with the City's General Plan Implementation Manual, Conservation and Recreation Program #8. Additionally, the Project would comply with recommendations identified in the geotechnical study prepared for the Project. As such, potential direct or indirect impacts on unique paleontological resources or sites or unique geologic features would be reduced to **less than significant with mitigation incorporated.**

MM CR-2

a. A Standard Monitor for paleontological resources shall attend a pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A Standard Monitor is defined as an individual who is onsite during all original cutting of undisturbed substratum. The Standard Monitor shall be designated by the Project Applicant and given the responsibility of observing for fossils to ensure that all excavation and grading activities occur.

   If a fossil of greater than twelve inches in any dimension, including circumference, is encountered during excavation or grading, all excavation operations in the area where the fossil was found shall be suspended immediately, the City of Lemon Grove Development Services Department shall be notified, and a Project Paleontologist shall be retained to assess the significance of the find. If the fossil

is determined to be significant, the Project Paleontologist shall be contracted to oversee the salvage program, including salvaging, cleaning, and curating the fossil(s), and documenting the find.

b. If fossils are discovered, they shall be recovered by the qualified Project Paleontologist. In most cases, fossil salvage can be completed in a short period of time, although some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for recovering small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screen-washing operation on the recovery site.

c. If any sub-surface bones or other potential fossils are found anywhere within the Project site by construction personnel in the absence of a qualified paleontologist or paleontological monitor, the qualified paleontologist shall be notified immediately to assess their significance and make further recommendations.

d. Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged as part of the mitigation program.

e. Prepared fossils, along with copies of all pertinent field notes, photographs, and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils shall be accompanied by financial support from the Project applicant for initial specimen storage.

f. A final summary report outlining the results of the mitigation program shall be prepared by the Project Paleontologist and submitted to the City of Lemon Grove for concurrence. This report shall include discussions of the methods used; stratigraphic section(s) exposed; fossils collected; and, significance of recovered fossils.

d) Disturb any human remains, including those interred outside of formal cemeteries?

_____Potentially Significant Impact

__**X**__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

e) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code, Section 21074?

_____Potentially Significant Impact

__X__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 5b), above. The City has conducted the required consultation per SB 18 and AB 52. No tribal cultural resources (which can include human remains) have been identified on the Project site; however, the proposed Project could result in the inadvertent disturbance of undiscovered tribal cultural resources. Mitigation Measure CUL-1 would be implemented to reduce potential impacts to unknown resources to less than significant.

Although not anticipated, due to the highly disturbed/developed nature of the affected Main Street corridor, the potential to disturb unknown human remains during Project grading and/or excavation activities does exist. To ensure that, if uncovered, any human remains are properly handling and evaluated during future Project development, Mitigation Measure CR-1 would be implemented. As such, Project impacts with regards to potential disturbance of human remains, including those interred outside of formal cemeteries, would be reduced to **less than significant with mitigation incorporated.**

6. GEOLOGY AND SOILS

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on the other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__X__Less Than Significant Impact

_____No Impact

Discussion:

As indicated in the Preliminary Geotechnical Report prepared for the Project site (GECON Incorporated, October 2015), there are no active or potentially active faults occur onsite or within close proximity; refer to *Appendix D*. No known Alquist-Priolo Earthquake Fault Zones are located within the boundaries of the City of Lemon Grove. The Newport-Inglewood/Rose Canyon Fault Zone, located approximately seven miles west of the City boundaries is the closest known active fault and is the dominant source of potential ground motion in the City; the Coronado Bank Fault, also a known active fault, is located approximately 14 miles west of the City. The nearest potentially active fault is the La Nacion Fault located approximately two miles west of the City. Seismic activity along other faults within the southern California and northern Baja California area are also considered potential generators of significant

ground motion within the City, as these faults have the potential to create moderate to large earthquake events.

All future construction within the Project boundaries would be required to occur in compliance with applicable local and State building codes (i.e. California Building Code) to minimize the risk of damage or loss as the result of a seismic event, and as reviewed and approved by the City. Additionally, all onsite improvements would be required to comply with the recommendations in the Preliminary Geotechnical Report prepared for the Project as proposed. Such measures would be adequate to ensure that potential impacts relative to the rupture of a known earthquake fault remain **less than significant** for the proposed Project.

(ii) Strong seismic ground shaking?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 6a.i), above. The City of Lemon Grove is located in southern California which is a seismically-active region that typically experiences relatively small to larger earthquakes on a frequent basis. The Project site is not located within a known fault zone or within one-half mile of a known fault, as discussed above in 6a.i), above. Any future construction onsite would occur in compliance with applicable local and State building codes (i.e. California Building Code), as well as the recommendations provided in the Preliminary Geotechnical Study, to minimize the potential risk of damage or loss from strong seismic ground shaking. Therefore, a **less than significant impact** from strong seismic ground shaking would occur with the proposed Project.

(iii) Seismic-related ground failure, including liquefaction?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Liquefaction typically occurs when a property is located within a zone with seismic activity, onsite soils are cohensionless or silt/clay with low plasticity, groundwater is encountered within 50 feet of the ground surface, and soil densities are less than approximately 70 percent of maximum dry densities. As indicated in the Preliminary Geotechnical Report, the site and/or adjacent land areas are underlain by Undocumented Fill and Topsoil, Quaternary-age Very Old Terrace Deposits, San Diego Formation, Mission Valley Formation, and Stadium Conglomerate. Due to the lack of near-surface groundwater table and the dense nature of the underlying formational units, liquefaction potential for the site is considered to be low. Additionally, as indicated in the City's General Plan MEIR (Section 4.10, Geologic Resources), there are no known areas subject to liquefaction within the City.

Any construction occurring onsite in the future on the Project site would be in compliance with applicable local and State building codes (i.e., California Building Code) and in conformance with the

recommendations of the Preliminary Geotechnical Report for the Project to minimize the potential risk of damage or loss from liquefaction. Therefore, a **less than significant impact** from liquefaction would occur with the proposed Project.

(iv) Landslides?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 6.a.i), above. The Project site is does not support hillsides that would be susceptible to landslides. As stated in the City's General Plan MEIR (Section 4.10, Geologic Resources), no slope failures have been identified within the City boundaries with exception of two residential neighborhoods which have experienced minor slope failure during heavy rain events; however, neither if these areas lies within proximity to the Project boundary. Based on the Preliminary Geotechnical Report, landslide deposits have not been mapped on the Project site, and the risk associated with landslides is considered to be low.

Any future construction occurring onsite would be in compliance with applicable local and State building codes (i.e., California Building Code) and the recommendations of the Preliminary Geotechnical Report to minimize the potential risk of damage or loss from landslides. Therefore, a **less than significant impact** relative to landslides would occur with the proposed Project.

b) Result in substantial soil erosion or the loss of topsoil?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Ground disturbance occurring with future improvements along the corridor would have the potential to contribute to soil erosion and/or the loss of topsoil during grading or excavation activities where the ground is temporarily exposed. All future development onsite would be subject to applicable local, State, and federal regulations pertaining to grading activities and storm water pollution prevention, including preparation and implementation of a Stormwater Quality Management Plan (SWQMP) to establish erosion and sediment controls (i.e. Best Management Practices) for construction activities. Such development would also be required to comply with the National Pollutant Discharge Elimination System (NPDES) regulations. Compliance with applicable regulations and implementation of standard construction-related erosion control measures would ensure that a **less than significant impact** associated with soil erosion or loss of topsoil would occur with Project implementation.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__X__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Responses 6a.i) to 6a.iv), above. As stated in the Preliminary Geotechnical Report, due to the distance from known active local and regional faults, and absence of inactive, potentially active, and active faulting to occur on or adjacent to the site, the potential for ground rupture hazard to occur onsite is considered to be low. The Preliminary Geotechnical Report also identified a low potential risk for landslides, subsidence, seismic settlement, or liquefaction to occur onsite.

Based on the soil types listed above, the Project corridor itself is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of proposed grading or excavation activities, or other future improvements that would be implemented as part of the Project. The Preliminary Geotechnical Report indicates that the Project site is suitable for the proposed improvements, provided the recommendations identified in in the Report are implemented. Site-specific investigations shall be performed once engineering plans are prepared to provide updated recommendations based on actual soil conditions in areas where structural improvements are proposed, and in particular to determine areas where undocumented fill and/or topsoil underlie the Project corridor. As such, **a less than significant impact** would occur relative to unstable geologic units or soils.

d) Be located on the expansive soil, as defined in Table 18-I-b of the Uniform Building Code (1997), creating substantial risks to life or property?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__X__Less Than Significant Impact

_____No Impact

Discussion:

Expansive soils are significant because they have the potential to damage foundations, structures, and other improvements due to volumetric changes (shrinking and swelling) caused by variations in moisture and content. As stated in the Preliminary Geotechnical Report prepared for the Project, the potential to encounter expansive soils on the Project site is considered to be moderate to high, based on known conditions on adjacent lands.

Specific design recommendations are identified in the Preliminary Geotechnical Report to reduce the expansion potential of clayey soils that may be discovered onsite, and a site-specific field investigation is recommended to evaluate onsite soils once Project-specific engineering plans are prepared for the proposed improvements. Additionally, any future construction occurring onsite would occur in compliance with applicable local and State building codes (i.e. California Building Code), in addition to the recommendations of the Preliminary Geotechnical Report, to minimize the potential risk of damage or loss from expansive soils. Therefore, impacts would be **less than significant** relative to expansive soils.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

The Project site is located within an urbanized area. The Lemon Grove Sanitation District is responsible for the provision of wastewater collection system management services for the City and its residents and ongoing maintenance and repair of the sanitary sewer main lines. Wastewater from the City is transported to the San Diego Metropolitan Wastewater Department (Point Loma Wastewater Treatment Plant located in the City of San Diego) for treatment.

Due to the nature of the proposed Project, limited demand (i.e. public restrooms) for wastewater treatment would be generated by future development. Adequate capacity is available to serve the Project as proposed. As such, the use septic tanks or alternative wastewater disposal systems for wastewater disposal is not required or proposed. **No impact** would occur.

7. GREENHOUSE GAS EMISSIONS

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment??

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO_2) per year.[3] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (°F) over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, methane (CH_4), and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately

[3] California Energy Commission, California Greenhouse Gas Inventory for 2000-2012 – Trends of Emissions and Other Indicators, May 2014.

1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2eq)[4] concentration is required to keep global mean warming below 2 degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

2010: Reduce GHG emissions to 2000 levels;

2020: Reduce GHG emissions to 1990 levels; and,

2050: Reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons (MMT) of CO_2eq.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed Project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in CEQA documents.[5] This is assessed by determining whether a proposed Project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation measures identify areas were GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the amendments to the CEQA Guidelines Section 15064.4, this analysis examines whether the Project's GHG emissions are significant based on a qualitative and performance based standard (CEQA Guidelines Section 15064.4[a][1] and [2]).

City of Lemon Grove

The City of Lemon Grove adopted its Greenhouse Gas Emissions Inventories and Forecast (April 2015), which identified GHG emissions for the City for the years 2010 to 2013 and provided a forecast of likely emissions in 2020. The GHG emissions inventory was intended to provide a foundation for future emissions reductions for the City. The report considers emissions generated by electricity, transportation, natural gas, water, and wastewater. Greenhouse gas emissions for 2010 to 2013 ranged from 78,245 to 79,430 metric tons (MT) per year of CO_2e. Emissions in 2020 are anticipated to be

[4] Carbon Dioxide Equivalent (CO2eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

[5] Governor's Office of Planning and Research, CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, 2008.

82,522 MT CO_2e. It is anticipated that, in order to assist the State in meeting its goal of reducing emissions to 1990 levels by 2020 and to 80% below 1990 levels by 2020, the best opportunities for the City to reduce its emissions would be relative to the electricity, natural gas, and transportation sectors.

Project-related GHG emissions would include emissions from direct and indirect sources. Direct Project-related GHG emissions may include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions.

The uses proposed are considered to be consistent with that intended and planned for by the City, and would therefore, not result a substantial increase in growth or land use intensity as planned for in the General Plan. As a smart growth project, the intended improvements would be aimed at enhancing opportunities for alternative modes of transit, such as pedestrian and bicycle movement, and connection to public transit (i.e. MTS trolley or bus line). As such, it is anticipated that the Project would contribute to a reduction single-occupancy individual vehicle use, as well as related emissions generated by such modes of transit. As such, the Project would not hinder the City's ability to reduce its GHG emissions in accordance with AB 32 requirements.

In addition to transportation-related improvements, the Project also proposes a number of recreational-related amenities along the alignment. Such amenities may include a skateboard park, bouldering course, art wall, BMX pump track, graffiti wall, a leash-free dog park, par course, Mission Garden and Education Center, enhanced Park Paseo, urban walk, Public Plaza Art Square, Horseshoe/Bocce Ball Court, children's adventure course and sand lot, balance and agility course, rope climbing course, and other recreational amenities. Such activities would generally not involve the generation of substantial quantities of GHG-related emissions, due to their nature; however, limited amounts of GHG emissions would be generated over time from the use of water use, electricity, and transportation (maintenance vehicles).

All future development on the Project site would be required to be consistent with regulations, policies, and goals adopted by the City with regard to GHG emissions and evaluating the effects of climate change. If appropriate, the City may identify the future need for additional project-specific analysis to occur for any element of the proposed Project to ensure that potential effects with regard to GHG emissions are properly identified and mitigation for, if needed. Further, the Project is anticipated to reduce vehicle trips in the area by improving access to public transit and means of circulation for bicyclists and pedestrians, thereby reducing potential greenhouse gas emissions. As proposed, the Project would not be inconsistent with future development intended by the City for the Project area.

Based on the above discussion, the Project is not anticipated to result in the generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be **less than significant.**

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Refer to Response 7a), above. Impacts would be **less than significant.**

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__X__Less Than Significant Impact

_____No Impact

Discussion:

The majority of the proposed improvements would occur within the existing ROW of Main Street and utility easements; however, in limited areas, encroachment into the MTS Trolley ROW or Union Pacific "sliver" properties would occur. The Project would also result in limited encroachment onto private property in several areas along the corridor.

With development of the site as proposed, the use, transport, or disposal of hazardous materials or substances (i.e. diesel fuel, hydraulic oil, grease, solvents, adhesives, paints, and other petroleum based products) would likely occur; however, these materials would commonly be used during construction and/or routine maintenance activities with the anticipated improvements as proposed. All applicable local, State, and federal safety standards for the safe handling, use, and disposal of such materials would be adhered to in order to ensure that potential impacts are minimized to the extent feasible. As appropriate, a Spill Prevention Control and Countermeasures Plan (SPCCP) would be prepared and implemented in order to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction activities for all contractors. As such, the Project is not expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. With compliance with applicable regulations, Project impacts would be **less than significant.**

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?

_____Potentially Significant Impact

__X__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

A Phase I Environmental Site Assessment (Phase I ESA) was completed for the Project site in July 2014; refer to *Appendix E*. Evidence was identified that suggests that hazardous materials and/or petroleum products may exist along the proposed Project corridor. As part of the Phase I ESA, Rincon reviewed assessment documents available on the Regional Water Quality Control Board (RWQCB) Geotracker[6] website and the Department of Toxic Substances control (DTSC) Envirostor[7] website.

[6] http://geotracker.waterboards.ca.gov/

[7] http://www.envirostor.dtsc.ca.gov/public/

Additionally, Environmental Data Resources (EDR) was contacted to provide a database search of public lists of sites that generate, store, treat, or dispose of hazardous materials or sites for which a release or incident has occurred. The EDR search was conducted for the Project and included data from surrounding sites within a specified search radius from the proposed Project area. Properties located adjacent to and near the proposed corridor were listed in the databases searched by EDR. Additionally, historical sources reviewed as part of the Phase I ESA included aerial photographs and topographic maps to determine historic land uses within the Project area.

The sites of interest identified through the databases searched by EDR are generally located within one block of the proposed corridor and have had known chemical releases to soil and groundwater. These sites may have been listed as active or closed environmental cleanup sites on the State Water Board Geotracker website or the Department of Toxic Substances Control (DTSC) Envirostor website.

The Phase I ESA identified evidence of historical unauthorized releases of hazardous materials that have known or potential impacts to the soil, and in some cases, the groundwater within the corridor. The following terms are utilized to classify the unauthorized releases located along the corridor:

Known Areas of Concern are environmental concerns sites that are located immediately adjacent to or within the Main Street Promenade Project corridor within 20 feet of Main Street.

Potential Areas of Concern are environmental sites that are: 1) located between 20 to 200 feet of the subject property; and, 2) have known or suspected impacts to soil or groundwater. Such sites may or may not affect the proposed Project.

Nearby Areas of Concern are sites with no additional information available on the location of a release point, or the nature and extent of contamination or areas historically used by drycleaners, gas station, or other common sources of contamination. Nearby Areas of Concern also include sites where a known release to groundwater has occurred, impacted groundwater plume data is available online, and the impacted groundwater plume is not located within 200 feet of the Project corridor.

It should be noted that an in–house file review at San Diego County Department of Environmental Health (DEH) was not conducted for the sites identified through the EDR database search to identify the actual former location of the known releases and associated areas of potentially impacted soil and groundwater. As such, the sites identified herein may not ultimately affect the Project site. The following represents the findings of the EDR database search; refer to *Appendix E* for locations of each of the sites identified relative to the proposed Project.

Known Areas of Concern

K1. Eastern Adjacent Presence of Railroad Tracks - A railroad right-of-way (ROW) has been located adjacent to the east of the Project corridor since approximately 1930. Railroad ties were historically treated with creosote, and the track beds were historically treated with herbicides for weed management. Therefore, hydrocarbons, metals, herbicides, and SVOCs (creosote, naphthalene) from the railroad activities are potentially present in the soils surrounding the railroad tracks. Due to the railroad tracks adjacent proximity to the subject property and the potential presence of contaminants from the railroad tracks and railroad maintenance, the nearby presence of the railroad tracks is considered a known area of concern.

Potential Areas of Concern

P1. 2717 Lemon Grove Avenue – AM/PM Mini Market ARCO: According to the Geotracker database, this property is located approximately 140 feet southeast of the subject property and experienced a release of gasoline that impacted the soil and groundwater at the facility. The Case Closure Summary,

ARCO 5393, 2717 Lemon Grove Avenue, Lemon Grove, CA prepared by the County of San Diego, Environmental Health, SAM and dated November 2, 2004, states that "approximately 356 cubic yards of soil with concentrations exceeding 100 mg/kg remain onsite" and that groundwater contamination extends offsite to the northwest. According to the report, groundwater is encountered between 1 and 18 feet below grade and flows to the north. No further information regarding the extent of contamination is provided. Therefore, since the extent of contamination is not delineated, and the fact that contamination is known to extend offsite toward the subject property, the release from this property is considered a Potential Area of Concern.

P2. 3011/3015 Lemon Grove Avenue – Former Shell Service Station: According to the Geotracker database, this facility is located approximately 140 feet east of the subject property and is an open case as of June 30, 2011. Based on our review of the Groundwater Monitoring Report – Section Quarter 2013, Former Shell Service Station, 3015 Lemon Grove Avenue, Lemon Grove, California prepared by Conestoga-Rovers & Associates and dated May 20, 2013, groundwater at this facility is reported to be located between 7 and 12 feet below the top of the well casing and flows toward the west. The quarterly report also states that "hydrocarbon and oxygenate concentrations are not currently delineated to the west of MW-1 and MW-2." MW-1 and MW-2 are located between the release and the subject property. Therefore, based on the direction of groundwater flow toward the corridor and the fact that the extent of contamination is not delineated, this facility is considered a Potential Area of Concern.

P3. 7770 Broadway – Lemon Grove Property: According to the EDR report, this property is the source of gasoline that impacted the aquifer, which is used for the drinking water supply. No additional information regarding the extent of the release is provided on the Geotracker database. This property is located at the northern terminus of the corridor, on the north side of Broadway, approximately 128 feet to the northwest. This case was reportedly closed on May 17, 1996; however, based on the distance from the subject property and the fact that the extent of contamination is unknown, the release from this property is considered a Potential Area of Concern.

P4. 2607 Lemon Grove Avenue – Sam Somo: This property is located approximately 145 feet to the southeast of the subject property. According to the EDR report, this facility is listed on the SWEEPS UST database and is reported to have 4 tanks of motor vehicle fuel on the property. No releases are reported. No additional information is provided on the Geotracker database; however, there is a possibility that an unauthorized release has occurred on the property. No groundwater information is available for this property.

P5. 1688 San Altos Place: The former Circle K gasoline station is listed on the HIST UST database. Three historical underground storage tanks (USTs) are reported to be associated with the Circle K facility. No releases are reported, and no information is available for the property on the Geotracker or Envirostor database. This property is currently an asphalt-paved parking lot and is located approximately 195 feet northwest of the subject property. Based on the former use of the property as a gasoline station, there is a possibility that an unauthorized release has occurred on the property. No groundwater information is available for this property.

P6. 1801 Massachusetts Avenue – Bell Boy Cleaners: According to the EDR report, this property was occupied by Bell Boy Cleaners in 1971. This property is located adjacent to the northwest (approximately 49 feet northwest) of the subject property. No additional information is provided on the Geotracker database; however, based on the former use of the property as a dry cleaner, there is a potential that an unauthorized release has occurred on this property. No groundwater information is available for properties in the vicinity of this property.

P7. 1805 Massachusetts Avenue – U-HAUL Moving Center: According to the EDR report, this facility is listed on the HIST UST and SWEEPS UST database. This property is located adjacent to the northwest (approximately 49 feet northwest) of the subject property. No releases are reported; however, three tanks are reported to have been located on the property. No additional information is provided on the Geotracker database; however, there is a possibility that an unauthorized release has occurred on the property. No groundwater information is available for this property.

P8. 7733 Palm Street- 7-Eleven Food Store: According to Geotracker, this facility is listed as a Cleanup Program Site. No additional information pertaining to the release or the extent of contamination is provided on the Geotracker database or in the EDR report. No groundwater information is available for this property. This property is located approximately 140 feet to the east of the subject property.

Nearby Areas of Concern

N1. 7870 Broadway – Palomar Cleaners: According to the EDR report, this property experienced a release of chlorinated hydrocarbons to the aquifer used for the drinking water supply. This property is located approximately 475 feet to the northeast of the subject property. According to the Geotracker database, this property has been occupied by a dry cleaner since the late 1940s, with trichloroethylene (TCE) contamination identified as deep as 40 feet below grade. A letter to DTSC dated August 29, 2013 indicates that in addition to the soil and groundwater contamination found at the subject property, a human health risk to the occupants of the buildings located on the property potentially exists as a result of the contamination beneath the property. According to The Gas Stop Quarterly Groundwater Remediation Report, 7988 Broadway, Lemon Grove, California prepared by Stantec Consulting Corporation and dated July 30, 2009, groundwater is reported between 10 and 23 feet below ground surface and flows to the southwest, in the direction of the subject property. The Gas Stop property is located approximately 765 feet to the east of the Palomar Cleaners property. Based on the proximity to the subject property and the direction of groundwater flow towards the subject property, the release from the Palomar Cleaners property is considered a Potential Area of Concern.

N2. 7988 Broadway – The Gas Stop, Inc.: According to the EDR report, this property experienced a release of gasoline to the aquifer used for the drinking water supply. The case is reported to be open for site remediation. This property is located approximately 1,273 feet to the east northeast of the subject property. According to The Gas Stop Quarterly Groundwater Remediation Report, 7988 Broadway, Lemon Grove, California prepared by Stantec Consulting Corporation and dated July 30, 2009, groundwater is reported between 10 and 23 feet below ground surface and flows to the southwest, in the direction of the subject property. The closest monitoring wells to the subject property are MW-53, located approximately 0.17 mile to the east of the subject property, and MW-63, and located approximately 0.07 mile to the east of the subject property. During the most recent monitoring report, methyl tert-butyl ether (MTBE) was detected in MW-53 at a concentration of 13 micrograms/liter (µg/L) and benzene was detected in MW-63 at a concentration of 0.98 µg/L. The extent of contamination is not fully delineated. Therefore, the release from this property is considered a Potential Area of Concern.

N3. 8001 Broadway – Arco Petroleum: According to the Geotracker database, this property experience a release of gasoline that impacted the aquifer used for the drinking water supply. The release was discovered during removal of underground storage tanks (USTs) in 1990. This release case is reported to be comingled with the groundwater plume to the northwest associated with Gas Stop located at 7988 Broadway, described above. Groundwater at this property is reported to be between 8 and 22 feet and flow toward the southwest, in the direction of the subject property. This property is located approximately 1,463 feet to the east of the subject property. According to Semi-Annual Groundwater Remediation Report, Tesoro Station No. 42002 (Former ARCO Facility No. 68), 8001 and 7988 Broadway, Lemon

Grove, California prepared by Stantec Consulting and dated October 30, 2013, groundwater is reported to be encountered between 8 and 22 feet below ground surface and flows toward the southwest, in the direction of the subject property. The closest monitoring wells to the subject property are MW-63, located approximately 370 feet to the east of the subject property, MW-54, located approximately 895 feet to the east of the subject property, and MW-53, and located approximately 365 feet to the east of the subject property. MW-63 reported a concentration of 0.67 µg/L of toluene, MW-54 reported a concentration of 43 µg/L of MTBE, and MW-53 reported a concentration of 14 µg/L of MTBE. The extent of contamination is not fully delineated. Therefore, the release from this property is considered a Potential Area of Concern.

N5. 3516 Main Street – Grove Quality Cleaners: According to the EDR report, this property was occupied by Grove Quality Cleaners in 1956. No additional information is provided in the EDR report or on the Geotracker database. No releases are reported; however, based on the former use of the property as a dry cleaner, it is possible that an unauthorized release has occurred on this property. This property is located approximately 390 feet to the north (upgradient) of the subject property.

N6. 7979 Broadway – Various Dry Cleaners: This property is located approximately 1,265 feet east of the subject property. According to the EDR report, this property was occupied by various dry cleaners since at least 1956. No releases are reported; however, based on the former use of the property as a dry cleaner, it is possible that an unauthorized release has occurred on this property. No groundwater information is available for this property.

Therefore, based on the results of the Phase I ESA, and as discussed above, one known, eight potential, and six nearby areas of concern occur within or adjacent to the Project corridor, due to the unauthorized release of hazardous materials to soil or groundwater. The locations of these concern areas are shown in Figures 2 and 3 of *Appendix E*. As these sites may have the potential to result in significant impacts relative to hazards and hazardous materials on future development of the Project site, Mitigation Measures HAZ-1 to HAZ-4 are proposed. Implementation of such mitigation measures would reduce Project impacts to less than significant.

Further, the Project does not propose to demolish or renovate any structures onsite that were constructed prior to 1980 and that may contain Lead Based Paint (LBP) or Asbestos Containing Materials (ACMs). Lead is a highly toxic metal that was used up until 1978 in paint used on walls, woodwork, siding, windows and doors. Lead containing materials shall be managed by applicable regulations including, at a minimum, the hazardous waste disposal requirements (Title 22 CCR Division 4.5, the worker health and safety requirements (Title 8 CCR Section 1532.1) and the State Lead Accreditation, Certification, and Work Practice Requirements (Title 17 CCR Division 1, Chapter 8). Asbestos was used extensively from the 1940's until the late 1970's in the construction industry for fireproofing, thermal and acoustic insulation, condensation control, and decoration. The USEPA has determined that there is no "safe" exposure level to asbestos. It is therefore highly regulated by the USEPA, CalEPA, and the CalOSHA. Demolition or renovation operations that involve asbestos-containing materials must conform to San Diego Air Pollution Control District (SDAPCD) Rules 361.140-361.156.

The Project would be subject to applicable requirements that regulate hazardous substances outlined above in compliance with local, State, and federal regulations. Due to conditions in the surrounding area, the Project may create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment; however, a **less than significant impact with mitigation incorporated** would occur.

Attachment F

MM HAZ-1 Prior to the commencement of any ground-disturbing activities, the City shall prepare a general Soil and Groundwater Management Plan to identify guidelines to sample, excavate, and transport contaminated soil and groundwater, should they be encountered during construction. Onsite monitoring by a qualified professional, as contracted by the City, shall also be conducted during Project excavation in the Known and Potential Areas of Concern to minimize risk to workers and to identify hazardous materials requiring sampling and special handling.

MM HAZ-2 As impacted soils are likely to be present along the railroad corridor, the railroad ROW shall be sampled and analyzed for potential constituents of concern, prior to any Project grading, excavation, and/or construction activities. Data gained from soil sampling and analysis shall be used to:

Identify if impacted soil is present and requires special handling;

Calculate the volume of impacted soil present in the Project area; and,

Profile the soil for removal and disposal/recycling.

All handling, evaluation, and disposal of any contaminated soils shall occur in compliance with applicable local, State, and federal regulations pertaining to such activities.

MM HAZ-3 Prior to Project grading, excavation, and/or construction activities, and consistent with anticipated Project phasing, regulatory files for the following facilities shall be reviewed to determine if hazardous materials or substances may potentially be encountered during Project ground-disturbing activities:

1688 San Altos Place – Former Circle K

1801 Massachusetts Avenue – Bell Boy Cleaners

1805 Massachusetts Avenue – U-HAUL Moving Center

If, after review of available regulatory files, it is determined that any such sites pose the potential to result in the release and/or exposure of hazardous materials and/or substances relative to the Project site, an evaluation shall be conducted to determine the appropriate course of action, if any. All such actions shall occur consistent with applicable local, State, and federal regulations pertaining to the release of or exposure to hazardous materials or substances.

MM HAZ-4 During Project grading and/or excavation, the following shall apply with regard to natural gas pipelines within the area affected by Project improvements:

Natural gas pipelines are present along and across the Project corridor. If the proposed construction activity occurs within the vicinity of a known natural gas or oil pipeline, environmental monitoring may be required. Prior to the commencement of any onsite grading or excavation activities, a qualified hazardous materials

professional shall be consulted by the City to determine if additional measures are required (i.e. construction monitoring).

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

The nearest schools to the Project site include the Golden Avenue Elementary School, located at 7885 Golden Avenue, and Lemon Grove Middle School, located at 7866 Lincoln Street, both approximately 0.1 mile to the east of the corridor; Christian Creative Learning Academy, located at 2920 Main Street, adjacent to the west of the corridor; Monterrey Heights Elementary School, located at 7550 Canton Drive, approximately 0.2 mile to the east of the corridor; and, the Keiller Leadership Academy, located at 7270 Lisbon Street, approximately 0.24 mile to the east of the corridor.

Refer to Responses 8a) and 8b), above. As several area schools occur within 0.25 mile of the Project site, the Project may have the potential to result in the emission of hazardous materials or require the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. However, any use of hazardous materials may be required during the construction and/or operational phases (i.e. gasoline, oil, exhaust from construction equipment, pesticides/herbicides, fertilizers, etc.) would be minimal and typical of construction and/or maintenance activities and are not anticipated to result in the use, handling, and/or disposal of substantial amounts of hazardous materials or substances. All Project construction and long-term operation activities would occur in conformance with applicable local, State, and federal regulations pertaining to the handling of hazardous wastes or materials. As such, Project impacts would be **less than significant.**

d) *Be located on a site which is included on a list of hazardous material sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 8a), above. All future development on the Project would be subject to applicable local, State, and federal regulations pertaining to the handling and disposal of such substances, as applicable, to ensure that potential impacts are minimized to the extent feasible. As appropriate, conditions would be evaluated on a project-specific basis, and at the time when specific improvements are proposed. As such, the Project would not create a significant hazard to the public or the environment, and a **less than significant impact** would occur.

e) *For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the area?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

The nearest airports to the site include Gillespie Field (public), located approximately 6.2 miles to the northeast; Montgomery Field (public), located approximately 7.6 miles to the northwest; and, San Diego International Airport (public), located approximately 7.5 miles to the west.

The subject property is not located within the boundaries of an airport land use plan for a private airstrip or public airport, and due to the nature of the proposed improvements, the Project would not result in a safety hazard for people residing or working in the area. **No impact** would occur.

(f) For a project within the vicinity of a private airstrip would the project result in a safety hazard for people resident or working in the project area?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion

The Project site is not located within the vicinity of a private airstrip. No residential uses are proposed as part of the Project. Due to the nature of the proposed improvements along the Project alignment, the Project would not result in a safety hazard with regard for people resident or working within the Project area. **No impact** would occur.

g) *Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

The City, along with 17 other cities, San Diego County, and the Rancho Santa Fe Fire Department, implements the Multi-Jurisdictional Hazard Mitigation Plan which is a Countywide plan that identifies risks and ways to minimize damage by natural and manmade disasters. The plan is a comprehensive resource document that serves many purposes such as enhancing public awareness, creating a decision tool for management, promoting compliance with State and federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination.

Pursuant to the State Emergency Services Act, all cities in California are required to implement a plan for response to emergency and disaster situations. The City of Lemon Grove's Emergency Plan was last updated in 1992. The purpose of the Emergency Plan is to provide the framework for responding to all types of emergencies or disasters that may potentially occur in the City. The Plan takes a multi-hazard, or all hazard planning approach, and is compatible with the State's Multi-hazard Functional Planning Guidance (MHFP), the federal Integrated Emergency Management System (IEMS), and other local plans.

The proposed Project would result in improvements along the affected alignment to ultimately result in design and future construction of a safe, comfortable, and enjoyable place for people to socialize, walk, bike, and run, among other activities, while maintaining utility maintenance and emergency access spanning the length of the Project alignment. The Project design has been carefully evaluated with regard to how circulation patterns along the corridor and surrounding streets would be potentially affected by the proposed improvements; refer also to Section 16, Traffic and Transportation, of this Initial Study. Further, Project phasing has been considered to ensure that disruption to traffic circulation and parking for existing adjacent land uses is minimized. As applicable, a traffic control plan would be prepared and implemented for the various improvements proposed along the corridor to ensure continued public safety and to minimize disruption to the flow of traffic during Project construction.

The proposed improvements are not anticipated to impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. A **less than significant impact** would occur.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas, or where residences are intermixed with wildlands?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

Wildland urban interface (WUI) areas typically have steep slopes, limited precipitation, and plenty of available fuel/combustible plant material. As indicated in the City's General Plan MEIR (Section 4.15, Public Health and Safety), the potential for wildland fires to occur within the City's boundaries is considered to be low as the City is generally built out, and limited areas where large expanses of natural vegetation exist. Vacant areas within the City lack sufficient fuel to produce a dangerous, uncontrolled wildfire with the potential to quickly spread.

The City of Lemon Grove Fire Department became part of Heartland Fire and Rescue in 2010. In forming Heartland Fire and Rescue, the cities of El Cajon, La Mesa, and Lemon Grove agreed to co-manage fire and emergency medical services in order to provide high-quality services and cost-saving opportunities. Heartland Fire and Rescue offers combined resources including eight fire stations, nine engine companies, two truck companies, three paramedic transport units, and one transport unit (Peak Hour Unit) and serves approximately 180,000 residents. The Project site would be served from Station 10 located at 7853 Central Avenue with support from other area stations, as needed.

All future development on the Project site would be required to conform to City requirements to reduce the risks of wildfire. Heartland Fire Rescue actively promotes fire prevention through a variety of programs to reduce the risk of injury and property damage. The City's Weed Control and Waste Matter Ordinance permits the Fire Department Chief to identify potential fire hazards on private property such as weeds, dry grasses and shrubs, and rubbish. Where fire hazards are identified, the Chief can serve the property owner with a notice and require clean-up of the property to reduce the potential fire hazard.

As such, the Project site is located within a highly urbanized area of the City of Lemon Grove and is not considered to be located in an area susceptible to a high risk of fire. Rather, the potential for wildfire to occur is considered to be low. No physical development would occur with the proposed Project that would expose people or structures to a significant risk caused by wildfire. Therefore, **no impact** with regard to wildfire would occur.

9. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

A Preliminary Drainage Study and Stormwater Quality Management Plan (SWQMP) were prepared by Michael Baker International in January 2016 to analyze the Project's potential impacts to Hydrology and Water Quality; refer to *Appendices F-1 and F-2*, respectively.

The Project site is located in the Major Drainage Basin Area 136 as defined by the City of Lemon Grove Master Plan of Drainage (October 1997). The Lemon Grove Ave Drainage Basin (Area 136) is located in the southeasterly portion of the City and encompasses approximately 1.7 square miles (or 1,059 acres). The Project site accounts for approximately 1.04 percent of this local drainage area.

The Project would comply with applicable Regional Water Quality Board regulations and requirements, and the proposed construction documents shall be consistent with the entitlement approvals. The Lemon Grove Municipal Code requires that the construction documents submitted to the City of Lemon Grove for permits shall conform to the Regional Water Quality Board regulations and requirements.

In general, runoff from the Project site currently sheet flows to the east into a system of culverts and drainage ditches located between Main Street/San Altos Place and the train tracks. The ditch system runs to the south, ultimately outfalling to an existing concrete culvert at Broadway Avenue and Akins Avenue. Only the northern-most drainage area of the site drains to the northwest, and not to the ditch system.

With Project implementation, imperviousness would decrease in certain areas of the site, due to the removal of portions of Main Street; however, overall the Project would add approximately 0.63 acres of impervious area with construction of the proposed 12-foot wide, two-way multi-paved trail, picnic areas, and parking improvements to achieve compliance with the American Disabilities Act (ADA); however, the Project would not increase the peak 100-year storm discharge from the onsite contributing watershed due to the addition of proposed onsite biofiltration areas (bioretention with underdrain), as

shown in *Table 9-1, Project Hydrology*, below. Additionally, portions of the existing natural channel would be restored with planting, amended soil, and cobble as part of the Project. These improvements would help improve the drainage capacity of the channel, and therefore, decrease the potential for flooding to occur. Flows from all onsite impervious areas would enter the proposed biofiltration areas, or the restored natural drainage channel, prior to discharging from the site. The biofiltration areas would serve as a surface and sub-surface water filtration system that would capture and treat runoff from the impervious areas onsite by filtering onsite storm water flows through vegetation and soil (or engineered media) prior to discharge via underdrain or overflow to the downstream conveyance system. Such areas would provide for the removal of sediments and pollutants by controlling runoff peaks through onsite retention and reduction in the rate of stormwater flows through the site. Existing drainage patterns of the watershed would therefore be maintained, and the Project would not increase the peak 100-year storm discharge as the biofiltration areas would capture and attenuate flow rates of the majority of runoff from the site.

The SWQMP identifies Project-specific design and maintenance measures (Best Management Practices, or BMPs) for both construction and long-term operations onsite to ensure that water quality is maintained and that polluted stormwater does not exit the site to other offsite lands or the storm drain system.

Additionally, Project construction would be required to occur in compliance with the San Diego Municipal Storm Water Permit (Order No. 2001-01, NPDES). A Project-specific SWQMP would be prepared to ensure that the potential for erosion to occur during Project construction would be minimized. The SWQMP would identify specific pollution prevention measures (BMPs) for implementation during the construction phase in order to minimize or avoid potential point and non-point pollution sources on the subject site. The SWQMP would be prepared consistent with applicable requirements of the NPDES and would: identify potential pollutant sources during construction, as well as potential non-stormwater discharges; provide a water quality monitoring and sampling plan; and, identify, implement, and maintain appropriate BMPs to minimize potential pollutants associated with Project construction.

As designed, the Project would not violate or conflict with any adopted water quality standards or waste discharge requirements. Impacts would be **less than significant.**

TABLE 9-1 PROJECT HYDROLOGY

Drainage Area 136	1,059 acres
Existing Impervious Area	539.25 acres = 50.91% of drainage area
Proposed Impervious Area	539.88 acres = 50.97% of drainage area
Existing Runoff Coefficient	0.63
Proposed Runoff Coefficient	0.63

b) Substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the groundwater table level ((e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__X__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 9b), above. The Project would add approximately 0.63 acre of impervious area within the 1,059-acre Project watershed in the proposed condition, thereby potentially reducing the amount of water that can infiltrate through the earth's surface to replenish groundwater supplies; however, the Project has been designed to mitigate peak flows from the site to pre-Project levels via onsite biofiltration areas. Flows from all onsite impervious areas would enter the new biofiltration areas, prior to discharging from the site.

The Project site is currently served by the Helix Water District which provides public water service within the City's boundaries. The Project would result in a slight increase in demand for water services, due to the nature of the proposed improvements (i.e. public restrooms); however, the use of groundwater is not proposed, as the public water system is available and adequate to serve the proposed Project.

As such, the Project would not substantially degrade groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the groundwater table level. A **less than significant impact** would occur.

c) *Substantially alter existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would resulting a substantial erosion or siltation on- or off-site?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__X__Less Than Significant Impact

_____No Impact

Discussion:

No rivers or streams traverse the Project site, and no such features would therefore be affected by the proposed improvements. As indicated in the Preliminary Drainage Study for the Project site (Michael Baker International, January 2016), storm water runoff volumes from the Project site would not substantially increase from existing conditions with implementation of the Project.

The Project would not result in physical ground disturbance (such as grubbing, excavation, etc.) within the onsite drainage channel, and the proposed limits of grading would be set back from the channel edge. The Project proposes to preserve the existing alignment and profile of existing drainage patterns throughout the Project site and would enhance and incorporate the channel into the Project design through removal of trash and debris, amended soil, planting of additional vegetation, and/or placement of cobble within some of the vegetation areas adjacent to the drainage channel (not directly within the channel). Such improvements would help to decrease the potential for erosion within the channel to occur. Further, the removal of non-native invasive species within the disturbed wetland habitat is recommended to promote the proliferation of native plants in the channel; encourage greater use of the enhanced habitat by a more diverse assemblage of native wildlife; and, advance the Project goals by

incorporating such restored linear features as a Project amenity for recreational use (e.g., birding) and human enjoyment (e.g., beautification).

All Project improvements would occur in conformance with applicable regulations and requirements of the Regional Water Quality Control Board. Additionally, Best Management Practices, as identified in the SWQMP prepared for the Project (Michael Baker International, January 2016) would be implemented to ensure that the potential for erosion or siltation to occur onsite or on offsite lands during construction or over the long-term is reduced to the maximum extent feasible.

Therefore, the Project would not substantially alter existing drainage pattern of the site or area in a manner that would result in a substantial erosion or siltation on- or offsite. Impacts would be **less than significant.**

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate of surface runoff in a manner which would resulting flooding on- or off-site.

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 9c) above. The Project site is not located within a floodplain or zone, and is not subject to the potential for flooding. As indicated in the Preliminary Drainage Study prepared for the Project site (Michael Baker International, January 2016), storm water runoff volumes from the Project site would not substantially increase from existing conditions with implementation of the Project.

No streams or rivers occur onsite. The Preliminary Drainage Study determined that the Project would not increase the peak 100-year storm discharge from the onsite contributing watershed with the addition of proposed onsite biofiltration areas. In both the existing and proposed conditions, the flow paths and drainage areas would not substantially change as a result of the proposed improvements. The only variable that would change is the runoff coefficient, due to changes to the quantity of impervious area onsite. Overall, impervious area within the 1,059-acre Project watershed would increase by 0.63 acre with Project implementation, and thus, the peak flow from the site would increase by that proportion, which would be negligible; however, the peak flow would be mitigated to pre-Project levels via the proposed onsite biofiltration areas. Flows from all impervious onsite areas would enter the new biofiltration areas onsite, prior to discharging to the existing drainage ditch that runs parallel to the site.

As such, drainage patterns and drainage areas would not substantially change as a result of the Project. The Project site would continue to drain to the east to the existing drainage ditch system. As described under Response 4b), the Project includes removal of trash and debris within the onsite drainage channel, and planting of additional native vegetation and/or placement of cobble within some areas adjacent to the channel (not directly within the channel). In addition, future channel restoration activities are proposed that would involve ground disturbance; however, specific grading plans showing the locations and extent of such improvements are not available at this time. Such elements would improve functionality of the channel; however, the ultimate downstream discharge points would remain the same, and an increase in peak runoff would not occur as a result of the Project.

Additionally, all Project construction activities would occur in compliance with applicable Regional Water Quality Control Board regulations and requirements. The City's Municipal Code also requires that all construction documents prepared for development projects conform to Regional Water Quality Control Board regulations and requirements.

Therefore, the Project would not substantially alter the existing drainage pattern of the site or area or substantially increase the rate of surface runoff in a manner which would resulting flooding on- or offsite. Impacts would be **less than significant.**

e) Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

Refer to Response 9c), above. As indicated in the Preliminary Drainage Study, the proposed Project would not result in an increase in peak stormwater runoff from the site. The Project would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The City's existing stormwater drainage system facilities serving the Project area are considered to be adequate to accommodate the proposed Project. **No impact** would occur.

f) Otherwise substantially degrade water quality?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Responses 9a) and 9c), above. A **less than significant** impact would occur.

g) Place housing within a 100-year floodplain on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

The Project is not located within the boundaries of a 100-year floodplain. No residential housing is proposed with the Project. Therefore, the Project would not place housing within a 100-year floodplain

on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. **No impact** would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

Refer to Response 9g), above. The Project would not place within a 100-year flood hazard area structures that would impede or redirect flood flows. **No impact** would occur.

i) Expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

As number of flood-prone areas have been mapped by the Federal Emergency Management Agency (FEMA) within Lemon Grove, as shown in Figure S-3, Flood Zones, of the General Plan Safety Element; however, the Project site lies outside of any delineated inundation areas for the 100-year and 500-year floodplains. Other areas within the City are subject to recurring flooding, generally during heavy rains, due to insufficient drainage infrastructure, but are not located within the vicinity of the Project site. Additionally, the General Plan and General Plan EIR do not indicate that the Project site lies within an inundation zone for a dam or levee, and therefore, the potential for adverse effects resulting with the failure of such infrastructure is considered to be low.

The Project would therefore not expose people or structures to significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. **No impact** would occur.

j) Inundation by seiche, tsunami, or mudflow?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

As indicated in the Geotechnical Report prepared for the Project (GEOCON, October 2015), the Project site is not located in the vicinity of any large water body that is susceptible to the occurrence of seiche or tsunami. The Project site is located approximately 5.2 miles to the northeast of San Diego Bay (Pacific Ocean) at its closest point. Additionally, the proposed Project is not located in an area where mudflows

occur, and the site and surrounding lands are relatively flat. The City General Plan Safety Element also states that the probability of tsunami or seiche is extremely low, and therefore, such conditions are not further addressed within the Element.

Therefore, the potential for inundation from seiche or tsunami is considered to be low. **No impact** would occur.

10. LAND USE PLANNING

Would the project:

a) Physically divide an established community?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

This Project area is located within an urbanized environment in the vicinity of downtown Lemon Grove. The Project site varies in width and generally includes the rights-of-way of Main Street and intersecting streets, a drainage channel, and utility easement areas.

The affected segment of the Main Street alignment traverses existing and planned mixed-use high-density areas, single-family residential zones, and the City's Civic Center. From north to south, existing land uses along the Project alignment (Main Street) include: (1) Metropolitan Transit Services (MTS) Trolley Station at Main Street/Broadway, City Hall and visitor-serving commercial buildings, and the Civic Center Park between Broadway and Central Avenue; (2) multi- and single-family residences and a church between Central Avenue and Olive Street; and, (3) single-family residences between Olive Street and the southern end of the alignment and a large vacant lot (planned future Citrus Heights development, to the west of the MTS Substation), with exception of several commercial uses located at the Main Street/Massachusetts Avenue intersection.

The affected segment of Main Street is an existing roadway supporting relatively high volumes of traffic. The MTS light rail is present between Main Street and Lemon Grove Avenue, adjacent and easterly of the proposed Project. Further, the existing drainage channel runs through the central portion of the site. These elements in themselves currently provide somewhat of a physical division within this portion of the community, posing restrictions to vehicular circulation and barriers to pedestrian and bicycle use and safety, particularly to east-west movements.

The Project is primarily being funded via a grant awarded to the City through the SANDAG Smart Growth Incentive Program, aimed at improvement projects that are intended to support compact, transit-oriented type development that also creates places of interest within a community. The Project proposes improvements to create a community corridor that supports active lifestyles and transportation choices by providing a safe, beautiful, and sustainable linear parkway that connects people, places, and activities for future generations. Further, the Project represents an opportunity to enhance connections between existing (and future) residential neighborhoods in the central and southern areas of the City with the heart of the City, including the City's two trolley stations (the Massachusetts and the Lemon Grove Trolley Stations) and local businesses. Overall, the Project is intended to ultimately result in design and future construction of a safe, comfortable, and enjoyable place for people to socialize, walk,

bike, and run, among other activities, while maintaining utility maintenance and emergency access spanning the length of the alignment.

Although the Project would result in several road closures along the alignment, such actions are intended to enhance vehicular and alternative modes of transportation, increase public safety for visitors to the area, and allow for construction of the proposed improvements for public enjoyment and recreation. As such, the Project would not physically divide an established community. Impacts would be **less than significant.**

b) Conflict with an applicable land use plan, policy or regulation of agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating environmental effect?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__X__Less Than Significant Impact

_____No Impact

Discussion:

Lands within the affected Project alignment have varied General Plan land use designations and zoning classifications. The Project does not propose to change any such existing conditions. As proposed, the Project is considered to be consistent with the existing General Plan land use designation and zoning classification of adjoining lands, and would not represent a land use that would conflict with surrounding uses. The Project site consists of ROW and utility easements and is designated in the General Plan as transportation land use but is not zoned. Due to its inland location, the site is not located within the boundaries of a Local Coastal Program.

The Project would revise the General Plan to allow for revisions to implement the project's goals, vision, guidelines for future construction, and proposed land uses into the Land Use Element through a Special Treatment Area. The changes to the General Plan ensure that the improvements proposed along the alignment are not in conflict with the City's intended long-term vision for future development on lands affected by the Project. The Project is consistent with the goals of the Conservation and Recreation Element because the Project will construct recreational amenities consistent with the City's overall goals for the provision of public recreational facilities within the community. Similarly, the Project addresses transit, the active transportation network, and/or the bikeway network consistent with the Health and Wellness Element (refer to Map 6, Existing and Proposed Bikeway Network, of the Element). As applicable, environmental mitigation measures identified through preparation of the Initial Study are incorporated into the GPA in compliance with CEQA requirements.

As previously stated, the Project alignment connects Special Treatment Area II (STA II) and SANDAG Smart Growth Area LG3 to the Lemon Grove Depot (SANDAG Smart Growth Area LG2 and DVSP).

Additionally, the Project design includes the closure of the north end of Main Street south of Broadway. The closure of this intersection was previously approved in concept as a part of the Downtown Village Specific Plan Amendment (Main Street Promenade), and therefore, the Project would not result in conflict with the Downtown Village Specific Plan (DVSP); however, such closure may affect the provision of convenient access to the existing businesses south of Broadway on Main Street. As such, the phasing of improvements is proposed to allow for implementation of a portion of the improvements to accommodate more efficient vehicle parking, enhanced sidewalk areas adjacent to the businesses, and

relocation of the existing bus stop from Main Street to Broadway. The final phase of the Main Street/Broadway intersection improvements would occur upon future redevelopment of the block, consistent with that identified in the Downtown Village Specific Plan.

Figure 5-1, Lemon Grove Existing and Proposed Bikeway Network, of the current Bikeway Master Plan (GPA06-001, November 2006) provides an illustration of the planned improvements to the City's bicycle network over the long-term. The system of bikeways is classified into Class I, II, and II bikeway categories (consistent with classifications used by the California Department of Transportation, or Caltrans). The Master Plan also includes a list of intended improvements to the bikeway network; refer to Section 5.3, Recommended Network Projects. The Project would result in the addition (and/or enhancement) of bike paths along the affected alignment to improve circulation and connectivity, encourage this mode of travel, and improve rider safety; however, as proposed, several of these improvements may be inconsistent with those identified in the Bikeway Master Plan, and hence, the new Special Treatment Area allows for these deviations to the Bikeway Master Plan. At this time, the proposed Class 1 multi-use paths and the Class 3 bike route (Bikeway Boulevard) are consistent with the Bike Master Plan, and no changes are expected to this plan.

Due to the Project's inland location, the site is not located within a Local Coastal Zone. Therefore, the site is not subject to an adopted Local Coastal Program, and no conflicts would occur.

As described above, the Project as proposed may result in conflict with several applicable plans adopted for the purpose of avoiding or mitigating an environmental effect; however, following City approval of the proposed amendment to the General Plan, the Project would be considered consistent with these documents, and a conflict would no longer occur. As such, the Project would result in a **less than significant impact** in this regard.

c) *Conflict with any applicable habitat conservation plan or natural communities' conservation plan?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

The Multiple Species Conservation Program (MSCP) is a comprehensive habitat conservation planning program that addresses multiple species habitat needs and the preservation of native vegetation communities for a 900-square-mile (582,243 acres) area in southwestern San Diego County. The MSCP includes 11 city jurisdictions, portions of the unincorporated County of San Diego, and several special districts. It is one of three sub regional habitat planning efforts in San Diego County that contribute to the preservation of regional biodiversity through coordination with other habitat conservation planning efforts throughout southern California. The City of Lemon Grove is not located within the boundaries of the MSCP or other adopted habitat conservation plan.

As stated in the City's General Plan (Conservation and Recreation Element), almost all natural biological habitat in Lemon Grove has been previously removed during development activities. The remaining habitat consists of very limited amounts (approximately two acres total) of Diegan coastal sage scrub and/or disturbed wetlands (refer also to Figure CR-1, Vegetation Communities, of the General Plan).

Therefore, the Project would not conflict with any applicable habitat conservation plan or natural communities' conservation plan. **No impact** would occur.

11. MINERAL RESOURCES

Would the project:

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

There are no known mineral resources of value located within the City of Lemon Grove. Additionally, as stated in Chapter 6.0, Other Required CEQA Sections, of the General Plan MEIR, as the City is primarily built-out, and only 65 acres of land remain undeveloped in the City, no significant resources with respect to aggregate resources exist.

Lands within the Project boundaries are generally highly disturbed and/or developed, and the majority of ground surface has been previously graded and/or excavated. Therefore, the potential for unknown mineral resources to occur is considered to be low. As such, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. **No impact** would occur.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

Refer to Response 11a), above. No known mineral resources are located within the City boundaries. **No impact** would occur.

12. NOISE

Would the project:

a) *Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

_____Potentially Significant Impact

__**X**__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Attachment F

Discussion:

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA. Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

REGULATORY FRAMEWORK

State of California

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

City of Lemon Grove

General Plan

Applicable policies and standards governing environmental noise in the City of Lemon Grove are set forth in the Noise Element of the *City's General Plan*. Such policies are part of a comprehensive program to limit the exposure of the community to excessive noise levels. The Element contains noise

and land use compatibility standards for general planning/land use decisions. *Table 12-1, Existing Land Use Compatibility Standards,* categorizes the City's land uses in terms of community noise exposure.

Municipal Code

Local discretionary authority lies in establishing policy to protect noise-sensitive uses from noise sources, rather than in controlling the source itself. Non-transportation noise sources are regulated by the City's Noise Abatement and Control Ordinance (Chapter 9.24 of the Municipal Code). The Ordinance regulates the allowable noise exposure on receiving properties (varying with differing noise sensitivity), the noise generation level of certain activities, and in some cases, allowable hours of operation for activities that generate substantial levels of noise.

Attachment F

TABLE 12-1 EXISTING LAND USE COMPATIBILITY STANDARDS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L_{dn} or CNEL, dB						
	55	60	65	70	75	80	85
Residential							
Transient Lodging – Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters, Sports Arenas							
Playgrounds, Neighborhood Parks							
Gold Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing, Utilities, Agriculture							

INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved area of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and the needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Source: Lemon Grove General Plan Master Environmental Impact Report, 1996.

The City General Plan Noise Element identifies 60 dB(A) (exterior noise levels) and 45 dB(A) (interior noise levels) as the goal for residential use and indicates that efforts should be made to mitigate noise levels in any area exceeding 70 dB(A). This is consistent with the first entry in *Table 12-1*, which shows 60 dB(A) Ldn or CNEL or less to be normally acceptable, and 70 dB(A) or more to be normally unacceptable. Additionally, the City typically recognizes the noise sensitivity of schools, libraries, churches, and in-patient medical care facilities, and requires the same level of noise protection as residential uses.

As shown in Figure 4.7-4, Existing Noise Conditions, of the General Plan Noise Element, the Project site lies within the 65 dB(A) noise contour. The General Plan indicates that many land uses within the 65 dB(A) contour are either Normally Acceptable (i.e. playgrounds, neighborhood parks, water recreation, utilities, golf courses, riding stables, etc.) or Conditionally Acceptable (schools, libraries, residential, amphitheaters, churches, hotels, etc.). The General Plan states that for land uses considered Conditionally Acceptable within the 65 dB(A) contour, new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design; however, conventional construction, but with closed windows and a fresh air supply systems or air conditioning will normally suffice. At the time when improvements are proposed within a particular phase, and as appropriate, the City may require additional noise analysis where construction and/or proposed land uses occur adjacent to sensitive land uses; however, such a need in unknown at this time and would be somewhat dependent upon the conditions at the time when improvements within a particular phase are proposed.

Lands along the affected alignment are generally developed and are not pristine or isolated within the highly-urbanized setting. Major sources of noise within the Project area are generally attributable to transportation sources which include vehicles traveling along Main Street, Lemon Avenue, and intersection roadways; operation of the MTS trolley and bus systems; and, operation of other adjoining land uses currently present along the corridor. Sensitive noise receptors near the Project site include residential uses (i.e. in the southern portion), schools (i.e. Golden Avenue Elementary School, Lemon Grove Middle School) and a number of churches (i.e. First Baptist Church, Apostolic Church International of San Diego, Witness of the Word, Lemon Grove Assembly of God, and Trinity Christian Fellowship). Additionally, the Lemon Grove Fire Department (now part of Heartland Fire & Rescue since 2010 operates out of its Station #10 located at 7853 Central Avenue, approximately 0.06 mile to the west of Main Street.

Due to the existing setting and surrounding noise-generating uses, it is anticipated that the proposed Project would generally not introduce significant noise sources in the vicinity that are inconsistent with the surrounding area. A number of passive and active recreational uses are proposed with the Project; however, the Project has been designed to consider the potential for certain planned activities or land uses to increase noise levels within the corridor. Through sensitive Project design, such uses (i.e. Skate Park, public gathering spaces) have been strategically located in order to reduce potential noise impacts that may adversely affect existing residential uses in the surrounding area. All proposed uses would be subject to the City's Noise Ordinance, and therefore, it is not anticipated that operation (or occupation) of any recreational areas (i.e. parks, Skate Park, etc.) would exceed the established thresholds. The City would also have the option to restrict any particularly noisy uses during the evening or nighttime hours to ensure that noise impacts on sensitive land uses do not occur.

Further, although the Project proposes improvements to the corridor to enhance vehicular and transit circulation, these modes of transit already contribute to the existing noise setting, and the Project would not generate an increased level of activity in this regard. It is also anticipated that the Project would

result in a reduction in vehicle use, thereby potentially also resulting in reduced traffic noise within the Project area.

For the above reasons, it is not anticipated that the Project would result in a significant impact relative to operational noise. Construction noise impacts would be reduced to **less than significant with mitigation incorporated.**

MM NOI-1 Prior to Grading Permit issuance, to the satisfaction of the City of Lemon Grove Development Services Director, it shall be demonstrated that the Project complies with the following:

Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.

Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible.

During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.

Construction activities shall not take place outside of the allowable hours specified by the Lemon Grove Municipal Code for use of construction equipment (7:00 a.m. and 6:00 p.m. Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturdays; construction activities are not permitted on Sundays or on legal holidays).

b) Expose persons to or generate excessive ground borne vibration or ground borne noise levels?

_____Potentially Significant Impact

__**X**__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

Temporary noise would be generated in localized areas during construction of the proposed improvements along the affected alignment. Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities associated with the Project would include grading, construction, and paving. Groundborne noise and other types of construction-related noise impacts would typically occur during the initial construction phases. These phases of construction have the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in *Table 12-2, Maximum Noise Levels Generated by Construction Equipment*. It should be noted that the noise levels identified in *Table 12-2* are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

TABLE 12-2 MAXIMUM NOISE LEVELS GENERATED BY CONSTRUCTION EQUIPMENT

Type of Equipment	L_{max} at 50 Feet (dBA)	L_{max} at 135 Feet (dBA)	L_{max} at 220 Feet (dBA)
Concrete Saw	90	81.4	77.1
Crane	81	72.4	68.1
Concrete Mixer Truck	79	70.4	66.1
Backhoe	78	69.4	65.1
Dozer	82	73.4	69.1
Excavator	81	72.4	68.1
Forklift	78	69.4	65.1
Paver	77	68.4	64.1
Roller	80	71.4	67.1
Tractor	84	75.4	71.1
Water Truck	80	71.4	67.1
Grader	85	76.4	72.1
General Industrial Equipment	85	76.4	72.1

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, 2006.

Pursuant to the City of Lemon Grove Municipal Code, all construction activities may only occur between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, and on Saturdays between the hours of 9:00 a.m. and 5:00 p.m. Construction is not allowed on Sundays or public holidays. These permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. All construction noise would occur consistent with City noise regulations pertaining to allowable hours of construction and within established noise limits.

Mitigation Measure NOI-1 is proposed to ensure that standard noise reduction measures are implemented to reduce potential noise effects during construction. Implementation of Mitigation Measure NOI-1 ensure that a **less than significant impact with mitigation incorporated** would occur.

c) *Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

_____Potentially Significant Impact

__**X**__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 12a), above. All Project operational noise levels would be required to be consistent with the City's adopted thresholds and any noise restrictions identified in the Municipal Code. Mitigation Measure NOI-1 is proposed to ensure that standard noise reduction measures are implemented to reduce potential noise effects during construction. Implementation of Mitigation Measure NOI-1 would ensure that a **less than significant impact with mitigation incorporated** would occur.

d) Result in a substantially temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

_____Potentially Significant Impact

__X__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 12a), above. Construction of the Project would have the potential to cause a temporary or periodic increase in ambient noise levels in the Project vicinity during the use of equipment, construction vehicles, and other machinery. Additionally, certain proposed land uses, in combination with public transit and vehicular use within the corridor, may result in a temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project. All Project construction and operational noise levels would be required to be consistent with the City's adopted thresholds and any noise restrictions identified in the Municipal Code. At the time when improvements are proposed within a particular phase, the City may require additional noise analysis where construction and/or proposed land uses occur adjacent to sensitive land uses. Implementation of Mitigation Measure NOI-1 ensure that a **less than significant impact with mitigation incorporated** would occur.

e) For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public use airport, would the project expose people residing or working in the area to excessive noise levels?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__X__No Impact

Discussion:

The nearest airports to the site include Gillespie Field (public), located approximately 6.2 miles to the northeast; Montgomery Field (public), located approximately 7.6 miles to the northwest; and, San Diego International Airport (public), located approximately 7.5 miles to the west.

The subject property is not located within the boundaries of an airport land use plan for a public airport, and due to the nature of the proposed improvements, the Project would not expose people residing or working in the area to excessive noise levels area. **No impact** would occur.

f) For a project within vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__X__No Impact

Discussion:

Refer to Response 12e), above. The site is not located within the Influence Area of a private airstrip or public airport as it relates to noise. **No impact** would occur.

13. POPULATION AND HOUSING

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

The proposed Project would not induce substantial population growth in an area because the Project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area including, but limited to the following: new or extended infrastructure or public facilities (refer to Project Description, above); new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multi-family use; or, regulatory changes including zone reclassifications, sewer or water annexations, or Local Agency Formation Commission (LAFCO) annexation actions for the provision of public services. The proposed amendment to the General Plan ensures Project consistency with the affected General Plan Elements, and does not result in an increase in allowable density or intensity of uses which could potentially allow for increased population growth above that which could occur under existing conditions, and as anticipated by the City. Impacts would be **less than significant.**

b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing units elsewhere?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

The Project site includes an approximately 2-mile long corridor consisting of Main Street, existing utility easements, and/or ROW to be improved as a result of Project implementation. The majority of improvements would occur within the ROW or utility easements. No existing housing would be demolished or displaced as a result of the Project, thereby necessitating the construction of replacement housing elsewhere. **No impact** would occur.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__X__No Impact

Discussion:

Refer to Response 12b), above. The majority of improvements would occur within the roadway ROW or utility easements; As such, the Project would not result in the displacement of substantial numbers of people, and the construction of replacement housing would not be required. **No impact** would occur.

14. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) *Fire protection?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__X__Less Than Significant Impact

_____No Impact

Discussion:

As stated previously the City of Lemon Grove Fire Department became part of Heartland Fire and Rescue in 2010. In forming Heartland Fire and Rescue, the cities of El Cajon, La Mesa, and Lemon Grove agreed to co-manage fire and emergency medical services in order to provide high-quality services and cost-saving opportunities. Heartland Fire and Rescue offers combined resources including eight fire stations, nine engine companies, two truck companies, three paramedic transport units, and one transport unit (Peak Hour Unit) and serves approximately 180,000 residents. The Project site would be served from Station 10 located at 7853 Central Avenue with support from other area stations, as needed.

All future development on the Project site would be required to conform to City requirements to reduce the risks of fire. Heartland Fire Rescue actively promotes fire prevention through a variety of programs to reduce the risk of injury and property damage. The City's Weed Control and Waste Matter Ordinance permits the Fire Department Chief to identify potential fire hazards on private property such as weeds, dry grasses and shrubs, and rubbish. Where fire hazards are identified, the Chief can serve the property owner with a notice and require clean-up of the property to reduce the potential fire hazard.

Due to the nature of proposed Project, it is not anticipated that the Project would result in a substantial increase in demand on existing fire protection services (i.e. require new equipment, facilities, or staff). The Project does not propose the construction of new residential structures that would directly increase

local population and/or that may have the potential to adversely affect the City's ability to provide fire protection services.

As such, the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, with regard to fire protection services. Project impacts would be **less than significant.**

b) Police protection?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Police protection services for the Project site would be provided by the San Diego County Sheriff's Department via contract with the City. The Sheriff's Department operates out of its station located at 3420 Main Street, and therefore, law enforcement services are within close proximity to the Project site. The Lemon Grove Station has been providing contract law enforcement services to the City of Lemon Grove and unincorporated communities of Spring Valley, Rancho San Diego, Jamul, Mt. Helix, Casa De Oro, La Mesa and El Cajon since 1977.[8] As indicated in the General Plan Public Facilities Element, the service standard established for the City of Lemon Grove is five minutes for priority one calls and eight minutes for priority two calls.

Although the Project may result in an incremental increase in the demand for police protection services over the life of the Project, due to an increase in residents and visitors to the area, it is not anticipated that the Project would adversely affect the ability of the Sheriff's Department to provide adequate service to the area or the larger local community, due to the nature of the proposed land uses. As such, the Project would not result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, with regard to police protection services. Project impacts would be **less than significant.**

c) Schools?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

The Lemon Grove School District currently serves the Project area for elementary and middle schools; Grossmont Union High School District serves the Project area for high school-aged children.

[8] City of Lemon Grove – Law Enforcement. http://www.lemongrove.ca.gov/departments/law-enforcement. Accessed October 19, 2015.

The Project would not result in the construction of any new residential units or businesses that would directly generate additional school-aged population or increase the number of students in the area requiring public educational services. Due to the nature of the proposed improvements, it is not anticipated that the Project would adversely affect the ability of local school districts to provide adequate school services within its boundaries, and the addition of new facilities or the expansion of existing facilities would not be required as a result of the Project. Therefore, the Project would not have a significant impact with regard to schools. **No impact** would occur.

d) Parks?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

The Project is a corridor improvement project and does not propose any new residential uses, included but not limited to, a residential subdivision, mobile home park, or construction of single-family residences that may increase public use of existing neighborhood or regional parks or other recreational facilities in the vicinity.

The corridor would ultimately serve as a travel way for pedestrians, bicyclists, and vehicles within a park-like setting, providing recreational amenities such as a decomposed granite (d.g.) pedestrian path, paved bike path, an urban trail, and a multi-use trail along portions of the corridor to provide opportunities for public recreation. The Project also proposes a number of potential recreational-related amenities along the alignment. Such amenities may include a skateboard park, bouldering course, art wall, BMX pump track, graffiti wall, a leash-free dog park, par course, Mission Garden and Education Center, enhanced Park Paseo, urban walk, Public Plaza Art Square, Horseshoe/Bocce Ball Court, children's adventure course and sand lot, balance and agility course, rope climbing course, and other recreational amenities. The Project would also include four linear parks. As such, the Project would contribute a number of recreational facilities to the City's existing amenities, thereby increasing recreational opportunities for City residents, as well as visitors to the area.

As such, it is not anticipated that the Project would increase the use of existing neighborhood or regional parks or other recreational facilities. The Project would not result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, with regard to parks. **No impact** would occur.

e) Other public facilities?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

All services would be adequate to support the Project as proposed. The Project would not result in a substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, with regard to other public facilities. Impacts would be **less than significant.**

15. RECREATION

Would the project:

a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

The Project is a corridor improvement project and does not propose any new residential uses, included but not limited to, a residential subdivision, mobile home park, or construction of single-family residences that may increase public use of existing neighborhood or regional parks or other recreational facilities in the vicinity.

The corridor would ultimately serve as a travel way for pedestrians, bicyclists, and vehicles within a park-like setting, providing recreational amenities such as a decomposed granite (d.g.) pedestrian path, paved bike path, an urban trail, and a multi-use trail along portions of the corridor to provide opportunities for public recreation. The Project also proposes a number of potential recreational-related amenities along the alignment. Such amenities may include a skateboard park, bouldering course, art wall, BMX pump track, graffiti wall, a leash-free dog park, par course, Mission Garden and Education Center, enhanced Park Paseo, urban walk, Public Plaza Art Square, Horseshoe/Bocce Ball Court, children's adventure course and sand lot, balance and agility course, rope climbing course, and other recreational amenities.

As such, the Project would contribute a number of recreational facilities to the City's existing amenities, thereby increasing recreational opportunities for City residents, as well as visitors to the area.

As such, it is not anticipated that the Project would increase the use of existing neighborhood or regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. **No impact** would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 15a), above. The Project does not include recreational facilities or require the construction or expansion of recreational facilities that would themselves directly result in an adverse physical effect on the environment. All significant impacts identified within this Initial Study as resulting with Project construction and/or operations (i.e. impacts on biological or cultural resources) can be mitigated to less than significant. Impacts in this regard would be **less than significant**.

16. TRANSPORTATION/TRAFFIC

Would the project:

a) Cause an increase in the traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., resulting a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

A Traffic Assessment was prepared for the proposed Project by Michael Baker International in February 2016; refer to *Appendix G*. The study assessed existing conditions and potential Project impacts to the roadway and intersection system, transit facilities, pedestrian and bicycle facilities, and parking.

The study area for the Traffic Assessment considered the following nine intersections:

1. Main Street / Broadway
2. Lemon Grove Avenue / Broadway
3. Main Street / Central Avenue
4. Lemon Grove Avenue / Central Avenue
5. Main Street / San Miguel
6. Lemon Grove Avenue / San Miguel & Palm Street
7. San Altos Place / Massachusetts Avenue
8. Main Street / Massachusetts Avenue
9. Lemon Grove Avenue / Massachusetts Avenue / Canton Drive / Eldora Street

Analysis of all intersections within the Project study area was based on the SANTEC/ITE traffic study guidelines. The operating conditions of the roadway facility is described in terms of level of service (LOS) with a scale ranging from LOS A (free-flow conditions) to LOS F (severely congested conditions). Further, the Highway Capacity Manual (HCM) 2000 methodology was used to analyze signalized and unsignalized intersections. The peak hour LOS for the intersection was determined by calculating control delay. Synchro analysis software were used to calculate control delay and determine the LOS of signalized and unsignalized intersections. *Table 16-1, Signalized and Unsignalized Intersections Level of Service & Delay Ranges* below shows the LOS criteria for signalized and unsignalized intersections.

TABLE 16-1 SIGNALIZED AND UNSIGNALIZED INTERSECTIONS LEVEL OF SERVICE & DELAY RANGES

LOS	Delay (seconds/vehicle)	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: 2000 Highway Capacity Manual.

Level of service is based on the average delay per vehicle for all movements at signalized and all-way stop controlled intersections. For one-way or two-way stop controlled intersections, LOS is based on the approach with the worst delay.

As per SANTEC/ITE traffic impact study guidelines, a project is considered to have significant impact if it causes the study roadway facility to deteriorate by a certain defined threshold. Mitigation measures need to be identified for facilities that are significantly impacted by a project. In the City of Lemon Grove, the acceptable level of service for intersections is LOS D or better. When a project causes the LOS to deteriorate from LOS D or better to LOS E or F, the project is considered to cause a significant impact. For intersections operating at LOS E or F, if a project increases delay equal to or greater than two seconds, the project is considered to result in a significant impact.

Existing Conditions Traffic Volumes

AM and PM peak hour intersection movement counts were collected in April 2014. Morning peak period intersection counts were collected from 7:00 AM to 9:00 AM, and afternoon peak period intersection counts were collected from 4:00 PM to 6:00 PM. The counts used in the analysis were taken from the highest hour within the peak period counted.

Refer to Exhibit 4 of *Appendix G* which shows existing conditions AM and PM peak hour volumes at the study intersections. Traffic count data sheets are included in *Appendix A of Appendix G* of this Initial Study.

Existing Conditions Traffic Analysis

Table 16-3, Future Year 2035 Peak Hour Intersection Conditions summarizes the existing AM and PM peak hour intersection traffic conditions. *Appendix C of Appendix G* includes the HCM intersection analysis worksheets.

Attachment F

TABLE 16-2 EXISTING PEAK HOUR INTERSECTION CONDITIONS

ID	Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Main St. / Broadway	MSS	11.2	B	15.2	C
2	Lemon Grove Ave. / Broadway	Signal	34.5	C	44.5	D
3	Main St. / Central Ave.	MSS	14.7	B	14.4	B
4	Lemon Grove Ave. / Central Ave.	Signal	22.2	C	27.0	C
5	Main St. / San Miguel	MSS	12.8	B	14.5	B
6	Lemon Grove Ave. / San Miguel / Palm St.	Signal	35.5	D	35.7	D
7	San Altos Pl. / Massachusetts Ave.	MSS	12.6	B	15.3	C
8	Main St. / Massachusetts Ave.	MSS	11.0	B	10.8	B
9	Lemon Grove Ave. / Massachusetts Ave. / Canton Dr. / El Dora St.	Signal	43.2	D	46.2	D

MSS - Minor Street Stop
AWS - All-Way Stop

As shown in *Table 16-2, Existing Peak Hour Intersection Conditions* all intersections within the study area currently operate at an acceptable LOS D or better for both the AM and PM peak hours. The most heavily used intersections include the intersections of Lemon Grove Avenue/San Miguel/Palm Street and Lemon Grove Avenue/Massachusetts Avenue/Canton Drive/El Dora Street. Both operate at LOS D during peak hours. The intersection of Lemon Grove Avenue/ Broadway is also heavily utilized and currently operates at LOS D during the PM peak hour.

Future Year 2035 Traffic Conditions

Future Year 2035 Conditions Traffic Volumes

Future Year 2035 volumes were calculated based on the SANDAG Series 12 forecast model that accounts for new developments or redevelopments, future roadway networks, and intersection control in the City of Lemon Grove. The volumes calculated were used to evaluate the Future Year 2035 intersection conditions. Exhibit 5 of *Appendix G* shows the Future Year 2035 peak hour intersection volumes.

Future Year 2035 Traffic Analysis

For evaluation of the Future Year 2035 peak hour intersection conditions, it was assumed that the roadway network, intersection lane geometry, and general operational controls would remain the same as that under existing conditions. *Table 16-3* summarizes the peak hour intersection conditions. *Appendix D of Appendix G* includes the HCM intersection analysis worksheets.

TABLE 16-3 FUTURE YEAR 2035 PEAK HOUR INTERSECTION CONDITIONS

ID	Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Main St. / Broadway	MSS	11.3	B	15.6	C
2	Lemon Grove Ave. / Broadway	Signal	35.5	D	48.3	D
3	Main St. / Central Ave.	MSS	16.2	C	16.0	C
4	Lemon Grove Ave. / Central Ave.	Signal	24.4	C	28.7	C
5	Main St. / San Miguel	MSS	15.6	C	17.8	C
6	Lemon Grove Ave. / San Miguel / Palm St.	Signal	39.5	D	42.0	D
7	San Altos Pl. / Massachusetts Ave.	MSS	13.5	B	17.7	C
8	Main St. / Massachusetts Ave.	MSS	11.7	B	11.5	B
9	Lemon Grove Ave. / Massachusetts Ave. / Canton Dr. / El Dora St.	Signal	47.9	D	50.9	D

MSS - Minor Street Stop
AWS - All-Way Stop

As shown in *Table 16-3*, all of the intersections would operate at an acceptable LOS D or better for both the AM and PM peak hours. In 2035, the most heavily used intersections would continue to be the intersections of Lemon Grove Avenue/San Miguel/Palm Street and Lemon Grove Avenue/Massachusetts Avenue/Canton Drive/El Dora Street and Lemon Grove Avenue/Broadway. These intersections are projected to operate at LOS D during both peak hours.

With Proposed Project

With Project Pedestrian Conditions

Currently, the area between Main Street and the railway tracks is undeveloped and unusable for pedestrian activity. The Project proposes to provide pedestrian pathways throughout the Project area to connect existing residential uses with the Civic Center and the transit stops/stations. The proposed pedestrian pathway is generally separated from the roadway by either a bicycle path or parkway, which enhances safety for pedestrians. With consideration for residential land uses in the Project area, and with limited parks in the vicinity, it can be anticipated that the proposed Project would attract more pedestrians for either recreational purposes or to access commercial uses and transit stops/stations.

With Project Bicycle Conditions

With the construction of bike paths/trails and conversion of portions of Main Street to a bike boulevard, the proposed Project would connect bicyclists from the surrounding residents to the Civic Center and transit stops/stations. With no current bike facility in the vicinity of the Project area, it can be anticipated that the proposed Project would attract more bicyclists either for recreational purposes or to access commercial uses and transit stops/stations.

With Project Transit Conditions

It is not expected that changes would occur in the number of bus routes or frequency of service in the vicinity of the study area with Project implementation; however, the Project would connect the residential with the transit stops/stations, it is anticipated that there would be an increase in area transit ridership. As a result, there may be a future demand for new bus stops and new routes. Consideration should be given for potential locations of future bus stops where demand for transit service is expected to be greater.

Attachment F

With Project Conditions Traffic Volumes

As part of the improvements to the pedestrian and bicycle facility along the Main Street corridor, the proposed Project intends to make changes along Main Street, such as selective road closures and/or restricted traffic movements. As a result of these changes, there would be a localized change in traffic patterns in the immediate vicinity of the Project site. Following are the locations where traffic circulation changes would occur and where there would be possible traffic rerouting:

Main Street / Broadway Intersection - Closure of south leg of Main Street. Traffic would be rerouted onto Pacific Avenue and Olive Street.

Main Street between Burnell Avenue and Olive Street – Eliminating northbound movement and maintaining only a one-way southbound movement. The displaced northbound Main Street traffic would be rerouted onto Olive Street and Burnell Avenue.

Main Street between Davidson Avenue and Buena Vista Avenue – Closure of the roadway segment to vehicular traffic. Traffic would be rerouted to Buena Vista Avenue and Davidson Avenue to travel around the closed street segment.

Main Street between Massachusetts Avenue and San Pasqual Street - Closure of the roadway segment to vehicular traffic. Traffic would be rerouted to El Prado Avenue and San Pasqual Street travel around the closed street segment.

Exhibit 7 and Exhibit 8 of *Appendix G* show the "With Project" peak hour intersection volumes for the Existing and Future Year 2035 scenarios respectively.

With Project Conditions Traffic Analysis for Primary Study Intersections

For the "With Project Conditions Traffic Analysis," no changes to the study intersection lane geometry and control was assumed to occur, with exception of the following two intersections:

Main Street / Broadway – Removal of the south leg and resulting elimination of the intersection

Main Street / Massachusetts Avenue – Removal of the north leg of the intersection

Exhibit 6 of *Appendix G* shows the Project intersection lane geometry. For the analysis, it is anticipated that the "With Project" changes would affect the following study intersections:

Main Street / Broadway

San Altos Place / Massachusetts Avenue

Main Street / Massachusetts Avenue

Summary of the without and with Project intersection conditions comparison for the Existing scenario is shown in *Table 16-4, Existing Peak Hour Intersection Without and With Project Conditions*. The intersection worksheets are included in *Appendix E of Appendix G*. *Table 16-5, Future Year 2035 Peak Hour Intersection Without and With Project Conditions* summarizes the comparison of without and with Project intersection conditions for the Future Year 2035 scenario. The intersection worksheets are included in *Appendix F of Appendix G*.

TABLE 16-4 EXISTING PEAK HOUR INTERSECTION WITHOUT AND WITH PROJECT CONDITIONS

ID	Intersection	Existing		Existing + Project		Δ Delay	Significant Impact?
		Delay	LOS	Delay	LOS		
AM Peak Hour							
1	Main St. / Broadway [1]	11.2	B	--	--	--	--
2	Lemon Grove Ave. / Broadway	34.5	C	34.5	C	0.0	No
3	Main St. / Central Ave.	14.7	B	14.7	B	0.0	No
4	Lemon Grove Ave. / Central Ave.	22.2	C	22.2	C	0.0	No
5	Main St. / San Miguel	12.8	B	12.8	B	0.0	No
6	Lemon Grove Ave. / San Miguel / Palm St.	35.5	D	35.5	D	0.0	No
7	San Altos Pl. / Massachusetts Ave.	12.6	B	12.7	B	0.1	No
8	Main St. / Massachusetts Ave.	11.0	B	9.2	A	-1.8	No
9	Lemon Grove Ave. / Massachusetts Ave. / Canton Dr. / El Dora St.	43.2	D	43.2	D	0.0	No
PM Peak Hour							
1	Main St. / Broadway [1]	15.2	C	--	--	--	--
2	Lemon Grove Ave. / Broadway	44.5	D	44.5	D	0.0	No
3	Main St. / Central Ave.	14.4	B	14.4	B	0.0	No
4	Lemon Grove Ave. / Central Ave.	27.0	C	27.0	C	0.0	No
5	Main St. / San Miguel	14.5	B	14.5	B	0.0	No
6	Lemon Grove Ave. / San Miguel / Palm St.	35.7	D	35.7	D	0.0	No
7	San Altos Pl. / Massachusetts Ave.	15.3	C	15.5	C	0.2	No
8	Main St. / Massachusetts Ave.	10.8	B	9.7	A	-1.1	No
9	Lemon Grove Ave. / Massachusetts Ave. / Canton Dr. / El Dora St.	46.2	D	46.2	D	0.0	No

1 - Intersection removed for the with Project scenario

As shown in *Table 16-4*, all the intersections with the Project would operate at an acceptable LOS for both the peak hours. Therefore, the Project would not result in a significant impact.

TABLE 16-5 FUTURE YEAR 2035 PEAK HOUR INTERSECTION WITHOUT AND WITH PROJECT CONDITIONS

ID	Intersection	Future Year 2035		Future Year 2035 + Project		Δ Delay	Significant Impact?
		Delay	LOS	Delay	LOS		
AM Peak Hour							
1	Main St. / Broadway [1]	11.3	B	--	--	--	--
2	Lemon Grove Ave. / Broadway	35.5	D	35.5	D	0.0	No
3	Main St. / Central Ave.	16.2	C	16.2	C	0.0	No
4	Lemon Grove Ave. / Central Ave.	24.4	C	24.4	C	0.0	No
5	Main St. / San Miguel	15.6	C	15.6	C	0.0	No
6	Lemon Grove Ave. / San Miguel / Palm St.	39.5	D	39.5	D	0.0	No
7	San Altos Pl. / Massachusetts Ave.	13.5	B	13.7	B	0.2	No
8	Main St. / Massachusetts Ave.	11.7	B	9.3	A	-2.4	No
9	Lemon Grove Ave. / Massachusetts Ave. / Canton Dr. / El Dora St.	47.9	D	47.9	D	0.0	No
PM Peak Hour							
1	Main St. / Broadway [1]	15.6	C	--	--	--	--
2	Lemon Grove Ave. / Broadway	48.3	D	48.3	D	0.0	No
3	Main St. / Central Ave.	16.0	C	16.0	C	0.0	No

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ID	Intersection	Future Year 2035		Future Year 2035 + Project		Δ Delay	Significant Impact?
		Delay	LOS	Delay	LOS		
4	Lemon Grove Ave. / Central Ave.	28.7	C	28.7	C	0.0	No
5	Main St. / San Miguel	17.8	C	17.8	C	0.0	No
6	Lemon Grove Ave. / San Miguel / Palm St.	42.0	D	42.0	D	0.0	No
7	San Altos Pl. / Massachusetts Ave.	17.7	C	18.1	C	0.4	No
8	Main St. / Massachusetts Ave.	11.5	B	9.9	A	-1.6	No
9	Lemon Grove Ave. / Massachusetts Ave. / Canton Dr. / El Dora St.	50.9	D	50.9	D	0.0	No

1 - Intersection removed for the "With Project" scenario

As shown in *Table 16-5*, with implementation of the Project, all intersections would operate at an acceptable LOS for both the peak hours. The Project would not result in a significant impact in the Future Year 2035 scenario.

With Project Conditions Traffic Analysis for Street Closures

The Project proposes total or partial street closures at four locations along Main Street. A conceptual layout of each street closure location is depicted in Exhibits 9 through 11 of *Appendix G*. An assessment of the closure impacts on circulation and access is discussed below.

Main Street Closure South of Broadway

Access to and from Main Street from Broadway is currently limited to right turns in and out. The street closure would affect approximately 12 vehicles during the morning peak and most are right turns onto Broadway from Main Street. During the evening peak hour, approximately 26 vehicles would be affected and these are fairly equally distributed between the right in and right out movements. The street closure would require that these peak hour vehicle movements and other off peak vehicle movements be re-routed to Olive Street and Pacific Street. During the peak, the traffic diversion would consist of approximately one vehicle in each direction every two minutes. As these volumes are very low and will only add to existing right turn movements to and from Pacific Street on Broadway, it is not anticipated that the traffic diversion would result in a significant impact.

Main Street Closure Between Burnell Avenue and San Miguel

This proposed street closure is a "partial closure" that would eliminate the northbound travel lane, but maintain a travel lane in the southbound direction. There are three existing driveways, two that serve the First Baptist Church School facility and one that serves a private residence. With the proposed Project, these driveways would be limited to right in and right out movements in the southbound direction. The school facility has three additional driveways on Burnell Avenue that could be used to accommodate traffic movements to the north on Main Street. The northbound traffic volume is currently 185 vehicles per day, with approximately 36 vehicles during the morning peak and 24 vehicles during the evening peak. The diverted northbound traffic flows would continue north on Olive Street and return east to Main Street on either Burnell Avenue or Central Avenue. During the peak, the traffic diversion would consist of approximately one vehicle in the northbound direction every two minutes. As this traffic volume would be very low, it is not anticipated that the traffic diversion would result in a significant impact.

Main Street Closure Between Davidson Avenue and Buena Vista Avenue

The proposed street closure would affect both directions of travel along this segment. Access to and from the Lemon Grove Assembly of God church parking lot would be maintained just north of the closure. The two-way traffic volume is currently 1,377 vehicle per day, with approximately 184 vehicles during the morning peak and 222 vehicles during the evening peak. The diverted northbound traffic flows would turn north on Buena Vista Avenue and return east on either Davidson Avenue or San Miguel. The diverted southbound traffic flows would turn west on Davidson Avenue or use San Miguel to access southbound Buena Vista Avenue. Based on the area circulation system, it appears that a significant portion of the traffic using this segment of Main Street is travelling between Mount Vernon Street and the San Miguel intersection at Main Street. During the peak, the traffic diversion would consist of between one and two vehicle per minute in each direction. As these traffic volumes are relatively low, it is anticipated that the traffic diversion would be dispersed along several streets and would therefore not result in a significant impact.

Main Street Closure Between San Pasqual Street and Massachusetts Avenue

The proposed street closure would affect both directions of travel along this segment. No access driveways are located along this segment. It should be noted that Main Street in not continuous to and from the north, north of San Pasqual Street. The two-way traffic volume is currently 319 vehicle per day, with approximately 34 vehicles during the morning peak and 57 vehicles during the evening peak. The diverted northbound and southbound traffic flows would use El Prado Avenue to access San Pasqual Street. During the peak, the traffic diversion would consist of approximately one vehicle every two minutes in each direction. As these traffic volumes are very low, it is not anticipated that the traffic diversion would result in a significant impact.

Multi-Modal Analysis

To assess the benefits of the Project, a qualitative analysis of the non-automobile modes was evaluated. As the Project area is not a typical arterial, the HCM 2010 methodology for determining multi-modal LOS cannot be utilized. An alternative and effective method was formulated for the purpose of evaluating the benefits of the Project for pedestrian and bicycle mobility. A point system was developed based on the type of facility provided for pedestrians and bicyclists and is shown in *Table 16-6, Pedestrian Facility Point Scale* and *Table 16-7, Bicycle Facility Point Scale*, respectively.

TABLE 16-6 PEDESTRIAN FACILITY POINT SCALE

Bicycle Facility	Scale
No Bicycle Facility	0
Class III	1
Class II	2
Class IV	3
Class I	4

Attachment F

TABLE 16-7 BICYCLE FACILITY POINT SCALE

Pedestrian Facility	Scale
No sidewalk	0
D.G. Sidewalk	1
Paved sidewalk	2

As shown in *Table 16-6* and *Table 16-7*, zero (0) point was assigned to segments with no pedestrian or bicycle facility, and points increased depending on the type of facility provided. A comparison of amenity points assessed for existing and proposed pedestrian and bicycle facilities are summarized in *Table 16-8, Existing and With Project Pedestrian and Bicycle Facility Points Comparison* below.

TABLE 16-8 EXISTING AND WITH PROJECT PEDESTRIAN AND BICYCLE FACILITY POINTS COMPARISON

Segment	Existing Condition			With Project Condition		
	Pedestrian Facility		Bicycle Facility	Pedestrian Facility		Bicycle Facility
	West Side	East Side		West Side	East Side	
Main Street Between Broadway and Burnell Avenue	2	0	0	2	1	1
Main Street Between Burnell Avenue and San Miguel	2	0	0	2	1	4
Main Street Between San Miguel and Davidson Avenue	0	0	0	0	1	1
Main Street Between Davidson Avenue and Buena Vista Avenue	0	0	0	0	1	4
Main Street Between Buena Vista Avenue and 940 feet south of Beryl Street	0	0	0	0	1	1
Main Street Between 940 feet south of Beryl Street and San Pasqual Street	0	0	0	0	1	4
Main Street Between San Pasqual Street and Massachusetts Avenue	2	0	00	2	0	4
Main Street Between Massachusetts Avenue and Alberdi Drive	0	0	0	0	1	4
Total	**6**	**0**	**0**	**6**	**7**	**23**

As shown in *Table 16-8*, currently with nonexistence of sidewalk on east side and no bike lanes, no points are assigned throughout the study area. On the west side, locations which currently have sidewalk are assigned points.

It can be seen that the Project is assessed higher points for proposing pedestrian facility on the east side and a bicycle facility along the entire study area. With no changes proposed for the pedestrian facility on the west side, the points for the "With Project" scenario remains the same as the existing scenario. Comparing the total points for the without and with Project scenarios, the "With Project" has higher points for pedestrian facilities on the east side of the street and for bicycle facilities along the entire study area. From the results of the qualitative comparison, it can be concluded that the Project would provide more facilities and result in better mobility for pedestrians and cyclists.

As such, from the intersection analysis, the Project would not result in a significant impact on any of the study intersections during both the AM and PM peak hours. The Project alignment runs north-south and connects the Civic Center and the transit facilities with the existing residential uses in the area. In addition, the Project would provide space for recreational purposes. With the land use adjacent to major part of the Project area being residential, it can be anticipated that the Project would attract more pedestrians and bicyclists, who would use the facility either to access local commercial uses, transit stops/stations, or for

recreational purposes. In addition, with the Project providing access to the transit stops/stations, it can be anticipated that there would be an increase in area transit ridership.

As evaluated above, the proposed Project would not cause an increase in the traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., resulting a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections. Impacts would be **less than significant.**

b) Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 16a), above. The Project would not exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways. Impacts would be **less than significant.**

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

The Project site is distanced from any public or private airports, and is not located within the boundaries of an Airport Land Use Compatibility Plan. Development within the Project vicinity is not required to file an application with the Federal Aviation Administration (FAA) for a determination regarding impacts to navigation aids in the area.

As such, the Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. **No impact** would occur.

d) Substantially increase hazards to a design feature (e.g. sharp curves or dangerous intersection) or incompatible uses (e.g. farm equipment)?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

The Project is intended to enhance the affected alignment for vehicular, pedestrian, and bicycle use, while providing improved access to public transit options and increasing public safety. No changes to the actual alignment of Main Street are proposed; however, a number of intersection improvements and/or road closures would occur as a result of Project implementation. All roadway and intersection improvements have been designed in conformance with City design standards and are not anticipated to result in any hazards with regard to design.

Therefore, the Project would not substantially increase hazards to a design feature (e.g. sharp curves or dangerous intersection) or incompatible uses. A l**ess than significant impact** would occur.

e) Result in inadequate emergency access?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

As stated previously, the Project is intended to provide a north/south open space area for use as a travel way in a park setting for pedestrians and bicyclists while maintaining utility maintenance and emergency access spanning the approximate two-mile length of the alignment. The Project has been designed to ensure that resulting circulation patterns do not create unacceptable conflict or delays or adversely affect public safety. Further, the Project would ensure that access to private property and continued property use are maintained.

Project phasing has been considered to ensure that disruption to traffic circulation and parking for existing adjacent land uses is minimized. Additionally, as the Project would result in the closure of several streets, a key concern in the design was to ensure that emergency access is properly maintained and that adequate circulation of emergency vehicles can continue to be provided with the proposed improvements over the long-term.

As applicable, a traffic control plan would be prepared and implemented, as applicable, for phased construction of the various improvements proposed along the alignment to ensure continued public safety and to minimize disruption to the flow of traffic during Project construction.

It is therefore not anticipated that the Project would result in inadequate emergency access. Impacts would be **less than significant.**

f) Result in inadequate parking capacity?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

According to the Traffic Impact Analysis (TIA), existing parking facilities along the affected segment of Main Street (within the Project study area) are described as follows:

Main Street between Broadway and Pacific Avenue –Time limit angled parking exists on both sides. West side includes one-time limit parallel parking space in addition to the angled parking.

Main Street between Pacific Avenue and Central Avenue –Time limit angled parking exists for the majority of the east side of the street. On the west side of the street parking is permitted on north half of the street with a mixture of time limit parallel parking, angled parking, and no time limit parallel parking.

Main Street between Central Avenue and San Miguel – No time limit parallel parking permitted for the majority of the west side of the street. No parking spaces available on the east side of the street.

Main Street between San Miguel and 940 feet south of Beryl Street – Width of the street does not permit parking on both sides of the street.

Main Street between San Pasqual Street and Massachusetts Avenue – Time limit parallel parking exists on both sides of the street.

Existing condition parking utilization analysis was conducted for the segment of Main Street between Broadway and Central Avenue. Morning, mid-day and evening hours parking occupancy survey was conducted on weekday and weekends from October 28, 2014 to November 12, 2014 and the maximum utilization analysis results are summarized in *Table 16-9, Existing Parking Utilization Analysis*, below. The parking survey is included in *Appendix B of Appendix G*.

TABLE 16-9 EXISTING PARKING UTILIZATION ANALYSIS

Main Street	Side of Street	Available Parking Spaces	Maximum Spaces Occupied			Maximum Parking Utilization		
			10:30 a.m.	2:30 p.m.	5:00 p.m.	10:30 a.m.	2:30 p.m.	5:00 p.m.
Between Broadway and Pacific Avenue	West	8	9	8	9	112.5%	100.0%	112.5%
	East	14	17	12	13	121.4%	85.7%	92.9%
Between Pacific Avenue and Central Avenue	West	17	13	10	11	76.5%	58.8%	64.7%
	East	33	20	21	17	60.6%	63.6%	51.5%

As shown in *Table 16-9*, the parking demand on west side of Main Street between Broadway and Pacific Avenue is higher than the available parking spaces during the morning and evening times, and parking demand is equal to the available parking spaces during the mid-day time. On the east side, the parking demand is higher than the available parking spaces during the morning time, and the demand for the mid-day and evening times are close to the available parking spaces.

For Main Street between Pacific Avenue and Central Avenue, the west side parking demand during the morning time is approximately 77 percent of the available parking spaces. The demand for the mid-day and evening times is between 58 percent and 65 percent of the available parking spaces. On the east side, the parking demand is between 52 percent and 64 percent of the available parking spaces.

Table 16-10, Summary of Parking Changes With the Project summarizes the changes to the parking spaces with the proposed Project conditions. The removal of one parking space on east side of Main Street between Pacific Avenue and Central Avenue due to the Project, will not have significant impact on the parking availability as the existing parking spaces are significantly underutilized.

Attachment F

For the segment of Main Street between Burnell Avenue and San Miguel, the Project will result in the removal of approximately 12 on-street parallel parking spaces on the west side. With off-street parking spaces available within the development adjacent to the street, and on-street parking available on Olive Street and Burnell Avenue, these parking facilities should accommodate the parking demand in the affected area.

For Main Street between San Pasqual Street and Massachusetts Avenue, since the parking spaces are currently underutilized, the removal of approximately 30 parking spaces would not have significant impact on the availability of parking. On-street parking provided on San Pasqual Street should accommodate the displaced parking demand in the affected area.

TABLE 16-10 SUMMARY OF PARKING CHANGES WITH THE PROJECT

Main Street	West Side	East Side
Between Broadway and Pacific Avenue	No Change	No Change
Between Pacific Avenue and Central Avenue	No Change	Removal of one parking space to accommodate an intersection bulb-out
Between Central Avenue and Burnell Avenue	No Change	Addition of four (4) parallel parking spaces/school drop-off zone
Between Burnell Avenue and San Miguel	Removal of approximately12 parallel parking spaces	N/A
Between San Miguel and 940 feet south of Beryl Street	No Change	Addition of fifteen (15) parallel parking spaces
Between 200 feet north of San Pasqual Street and San Pasqual Street	No Change	No Change
Between San Pasqual Street and Massachusetts Avenue	Removal of approximately 14 parallel parking spaces	Removal of approximately 16 parallel parking spaces

Although the Project would result in the elimination of parking spaces in some areas, it would also add parking spaces in various other locations. The net reduction in area parking is not anticipated to cause any significant impact on the availability of parking, as there is currently excess parking in the specific areas impacted.

Therefore, the Project would not result in inadequate parking capacity. Impacts would be **less than significant.**

g) *Conflict with adopted policies or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

The Project is intended to encourage transit, pedestrian, and bicycle use by constructing a bicycle and pedestrian facility that connects the village/civic core with the existing residential neighborhoods in the area. The Project would provide connectivity to and from Lemon Grove's trolley and bus transfer stations at Massachusetts and Broadway and would enhance safety for pedestrians and bicyclists. The Project is designed to encompass multi-modal transportation providing mobility options that support active transportation and is focused on enhancing trail components including pedestrian paths separated from the roadway, trails contiguous with the roadway, a bike boulevard, and a parkway area throughout the Promenade Extension. As such, the Project is focused on improvements that would support and encourage alternative forms of transportation.

Refer also to Response 10b), above. The Project includes an amendment of the General Plan to ensure that the improvements proposed along the alignment are not in conflict with the City's intended long-term vision for future development of lands affected by the Project. The Project does not amend the City's Bikeway Master Plan Update (GPA06-001, November 2006); since the proposed Class 1 multi-use paths and the Class 3 bike route (Bikeway Boulevard) are consistent with the Bike Master Plan, and no changes are expected to the Plan.

As such, the Project does not conflict with adopted policies or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks). Impacts would be **less than significant.**

17. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

The Project would result in a number of utility improvements and/or relocation of existing utility lines to accommodate the Project as proposed. A number of sewer lines run parallel to or under large portions of the proposed improvements; however, it is anticipated that a minimal amount of utilities would be impacted during Project construction. The Project would result in multiple sewer and water appurtenances being adjusted to grade.

Wastewater treatment services are currently provided to the Project area by the Lemon Grove Sanitation District, which assumed maintenance and repair of the sanitary sewer main lines from the County of San Diego on July 1, 1989. The District provides wastewater collection system management services for the City and its residents. These services include the transport of wastewater to the San Diego Metropolitan Wastewater Department for treatment, sewer line operations and maintenance, management of sewer finances, revenue sources and user charges, and other related duties to ensure the system continues to operate efficiently.

An incremental increase in the demand for wastewater services would occur with Project implementation; however, the increase would not be substantial due to the nature of the proposed land uses. The City has

indicated that sufficient capacity for wastewater treatment services is available to serve the proposed facilities.

The Project would comply with applicable Regional Water Quality Board regulations and requirements, and the proposed construction documents shall be consistent with the entitlement approvals. The Lemon Grove Municipal Code requires that the construction documents submitted to the City of Lemon Grove for permits shall conform to the Regional Water Quality Board regulations and requirements.

As such, the Project would not result in wastewater treatment elements that would exceed Regional Water Quality Control Board requirements. Impacts would be **less than significant.**

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 17a), above. As stated above, multiple sewer and water appurtenances would be adjusted to grade as part of the Project. Additionally, the Project would tie-in any new irrigation lines into the City's existing system, and several new water line connections for proposed water fountains located near the Skate Park, BMX track, picnic area, and dog park are anticipated. If available, recycled water may be used for purposes of landscape irrigation.

An incremental increase in the demand for wastewater or water treatment services would occur with Project implementation; however, the increase would not be substantial due to the nature of the proposed land uses. The City has indicated that sufficient capacity for wastewater or water treatment services is available to serve the proposed facilities.

Therefore, it is not anticipated that the Project would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Impacts would be **less than significant.**

c) Require or result in the construction of new storm drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

In general, runoff from the Project site currently sheet flows to the east into a system of culverts and drainage ditches located between Main Street/San Altos Place and the train tracks. The ditch system runs to the south, ultimately outfalling to an existing concrete culvert at Broadway Avenue and Akins Avenue. Only the northern-most drainage area of the site drains to the northwest, and not to the ditch system.

As designed, the Project would not increase the peak 100-year storm discharge from the onsite contributing watershed due to the addition of proposed onsite biofiltration areas. Additionally, portions of the existing natural channel would be restored with planting, amended soil, and cobble as part of the Project. These improvements would help improve the drainage capacity of the channel, and therefore, decrease the potential for flooding to occur. Flows from all onsite impervious areas would enter the new biofiltration areas, prior to discharging from the site. Existing drainage patterns of the watershed would therefore be maintained, and the Project would not increase the peak 100-year storm discharge, as the biofiltration areas would capture and attenuate flow rates of the majority of runoff from the site. The site would continue to drain to the east to the existing drainage ditch system. As indicated in the Preliminary Drainage Study (see *Appendix F-1*), the Project would not increase peak runoff to the existing facilities.

As such, the Project would require or result in the construction of new storm drainage facilities or expansion of existing facilities, the construction of which would not cause significant environmental effects. Impacts would be **less than significant.**

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____ No Impact

Discussion:

Refer to Response 17b), above. The Project would result in various park, bike, and pedestrian infrastructure improvements along the approximately 2-mile length of the corridor. No major land uses are proposed (i.e. residential, commercial, industrial, etc.) that would substantially increase existing demand for water supplies are proposed. Additionally, if available, recycled water may be used for purposes of landscape irrigation.

As such, no new or expanded entitlements are needed, and water supplies are adequate to serve the Project. Impacts would be **less than significant.**

e) Result in a determination by the wastewater treatment facilities which services or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

__**X**__No Impact

Discussion:

Refer to Response 17a), above. The Project would result in infrastructure improvements along the approximately 2-mile length of the corridor. No land uses are proposed (i.e. residential, commercial, industrial, etc.) that would generate substantial new demand or increase in existing demand for wastewater treatment. Existing facilities are adequate to serve the Project site in addition to the provider's existing commitments. **No impact** would occur.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

The City of Santee currently contracts with EDCO Disposal Services for the provision of solid waste management services for residential, commercial, and municipal solid waste. The majority of solid waste from the City of Lemon Grove is taken to the Otay Landfill, located approximately 7.8 miles to the southeast of the subject site in the City of Chula Vista. A small portion of solid waste generated is taken to the Sycamore Landfill, located approximately 7.5 miles to the north of the site in the City of Santee.

As of August 2012, the Otay Landfill had a remaining capacity of 24,514,904 c.y. of a maximum permitted capacity of 61,154,000 c.y. Closure of the Landfill is anticipated to occur in February 2028. As of February 2011, the Sycamore Landfill had a remaining capacity of 42,246,551 cubic yards (c.y.) of a maximum permitted capacity of 71,233,171 c.y. Closure of the Landfill is anticipated to occur in October 2031.[9]

The proposed Project would generate solid waste during the construction phase; however, the amount of solid waste generated would only account for a fractional percentage of the annual permitted capacity of either of these landfills. Therefore, the proposed Project would not result in a significant indirect or direct impact on landfill capacity. During operation, occupants of the Project site may also generate solid waste while occupying various areas of the corridor; however, it is not anticipated that a substantial amount of waste would be generated, or that would adversely affect the capacity of landfills serving the Project site. Additionally, recycling bins would be provided at various locations within the corridor to encourage users to recycle, thereby reducing the amount of solid waste that would otherwise end up in the landfill.

The proposed Project would therefore not result in physical development onsite that would generate substantial amounts of construction or operational solid waste or substantially increase the demand for solid waste disposal services. The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. Therefore, a **less than significant impact** on landfill capacity would occur with Project implementation.

[9] CalRecycle – Sycamore Landfill (37-AA-0023), http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0023/Detail/ , Accessed September 21, 2015; CalRecycle - Otay Landfill (37-AA-0010), http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0010/Detail/, Accessed September 21, 2015.

g) Comply with the federal, state, and local statues and regulations related to solid waste?

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__X__Less Than Significant Impact

_____No Impact

Discussion:

Refer to Response 17f), above. Under the California Public Resource Code, the California Integrated Waste Management Act of 1989 (AB 939) requires local jurisdictions to divert a minimum of 50% of all solid waste generated (by January 1, 2000) from landfills through source reduction, recycling, and/or composting. The City adopted the Source Reduction and Recycling Element in 1992 which was prepared pursuant to the requirements of AB 939.

Construction and/or demolition activities required for any future development on the subject property would be required to conform to all applicable local, State, and federal solid waste disposal regulations, including the California Green Building Code. Further, the City's General Plan Master EIR indicates that adequate landfill capacity is available at the Sycamore and Otay Landfills to accommodate the City's solid waste needs at build-out. Although the Project would allow for an increase in intensity in the use of the overall Project site, it is anticipated that solid waste demands generated (either from construction or operation) would not be substantial and that such waste could be adequately accommodated at the Otay Landfill. Waste indirectly generated by the proposed Project would represent a nominal fraction of the remaining capacity of the Landfill.

The Project would generate solid waste associated with both construction and operation. All Project phases would conform to applicable regulations aimed at the reduction of solid waste in order to reduce the overall amount of waste generated; reuse and/or recycle materials to the extent feasible; utilize products made of post-consumer materials where possible; and, dispose of solid waste at an appropriate facility in compliance with all federal, State, and local statutes and regulations. Impacts would be **less than significant.**

18. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

_____Potentially Significant Impact

__X__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

Refer to Section 4, Biological Resources, above. The Project would have the potential to result in a significant impact, either directly, indirectly, or cumulatively, with regard to any species identified as a candidate, sensitive, or special status species relative to a local or regional plan, policies, or regulations, or

by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service if the City elects to undertake restoration activities within the drainage channel. Further, the Project would have the potential to result in a substantially adverse effect on a riparian habitat or other sensitive natural community identified in local or regional plan, policies, or regulations or by the CDFW or USFWS if wetland restoration activities occur. Mitigation Measures BIO-1 and BIO-2 would ensure that such impacts are reduced to less than significant with mitigation incorporated.

A formal jurisdictional delineation was not performed for the Project. As such, there is a potential for some of the disturbed wetland habitat onsite to be classified as disturbed wetland/riparian habitat. The Project would enhance and incorporate the channel into the Project design through removal of trash and debris and planting of additional ornamental vegetation and/or placement of cobble within some of the ornamental vegetation areas adjacent to the drainage channel (not directly within the channel).

However, future restoration activities may occur within the drainage channel, if deemed desirable by the City in the future. As grading and/or improvement plans relative to any restoration activities within the channel for restoration purposes have not been prepared to date, Mitigation Measure BIO-2 is proposed to ensure that impacts on wetland habitat would be reduced to **less than significant with mitigation incorporated**.

The Project site is located within a highly developed, urbanized area and is generally not anticipated to result in conflict with or obstruct wildlife movement onsite or in the surrounding area; however, the Project may have the potential to result in direct impacts including the removal of vegetation with an active nest or indirect impacts involving construction-related noise levels affecting nesting behavior at active nests near the construction activities, possibly resulting in nest abandonment. Direct and indirect Project impacts to nesting birds would be reduced to below a level of significance with implementation of Mitigation Measure BIO-3. As such, implementation of the proposed Project would not interfere with the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites with implementation of Mitigation Measure BIO-3. Impacts would be **less than significant with mitigation incorporated.**

Further, there are no known cultural or historic resources identified as important examples of the major periods of California history or prehistory are present on the Project site. Potential impacts to unknown resources would be mitigated to a level of less than significant through monitoring during Project construction. Therefore, it is not anticipated that the Project would or eliminate important examples of the major periods of California history or prehistory; however, implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that discovery of any unknown historical resources, including human remains, during Project excavation and/or grading activities would be properly evaluated and protected, as appropriate, in compliance with applicable State and federal regulations. Impacts in this regard would be reduced to **less than significant with mitigation incorporated**.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively Considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)?*

_____Potentially Significant Impact

_____Less than Significant with Mitigation Incorporated

__**X**__Less Than Significant Impact

_____No Impact

Discussion:

No impacts were identified as potentially cumulatively significant. Any direct impacts resulting with the Project would be reduced to less than significant with incorporation of mitigation measures as proposed. Incremental increases relative to air quality, greenhouse gases, traffic, etc. were determined to be below the significance thresholds adopted by the City and would therefore not contribute to a cumulatively considerable environmental impact. Additionally, although the Project would result in the loss of trees that could be used by protected avian species and raptors, this would not be a significant cumulative impact because many more new trees would be planted, than those that would be removed, as part of the proposed corridor improvements, and it is assumed these species exist within stable populations in the region. A **less than significant impact** would occur.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

_____Potentially Significant Impact

__**X**__Less than Significant with Mitigation Incorporated

_____Less Than Significant Impact

_____No Impact

Discussion:

As identified in Section 8, Hazards and Hazardous Materials, several sites were identified through the databases searched as part of the Phase I ESA and are generally located within one block of the proposed corridor. Such sites have had or and have had known chemical releases to soil and groundwater. Mitigation is proposed to ensure that such sites are evaluated prior to Project excavation or grading activities to minimize and/or avoid potential adverse effects with regard to exposure of humans to such hazards. Impacts would be reduced to less than significant with implementation of the proposed mitigation measures. Additionally, the Project may have the potential to adversely affect human beings through accidental release or spill of hazardous materials or substances (i.e. diesel fuel, hydraulic oil, pesticides/herbicides, grease, solvents, adhesives, paints, and/or other petroleum based products) during construction or operation. All applicable local, State, and federal safety standards for the safe handling and use of these materials would be adhered to in order to ensure that potential impacts are minimized to the extent feasible. A SPCCP would be prepared and implemented in order to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during construction activities for all contractors. Through Project compliance with applicable regulations pertaining to hazardous materials, the Project is not expected to have environmental effects that would cause substantial adverse effects on

human beings, either directly or indirectly. Project impacts would be **less than significant with mitigation incorporated**.

In view of the above analysis, it is determined that the project will not have a significant impact on the environment, with implementation of mitigation measures identified herein, and an environmental impact report is not required.

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Attachment F

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Attachment F

Mitigation Monitoring and Reporting Program

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Connect Main Street: Main Street Promenade Extension project (proposed project). An MMRP is required for the proposed project because the Initial Study prepared for the project has identified significant adverse impacts, and measures have been identified to mitigate those impacts. This MMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to "adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment."

As the lead agency, the City of Lemon Grove will be responsible for monitoring compliance with all mitigation measures. Different City departments are responsible for various aspects of the project. The MMRP identifies the department with the responsibility for ensuring that each individual mitigation measure is completed; however, it is expected that one or more departments will coordinate efforts to ensure such compliance.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below.

Mitigation Measure: The mitigation measures are taken from the Initial Study, in the same order they appear in the Initial Study.

Timing: Identifies at which stage of the project the mitigation must be completed.

Monitoring Responsibility: Identifies the department within the City with responsibility for mitigation monitoring.

Verification (Date and Initials): Provides a contact who reviewed the mitigation measure and the date that the measure is determined to be complete.

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Mitigation Measure		Timing	Monitoring Responsibility	Verification (Date and Initials)
Biological Resources				
MM BIO-1	Prior to any ground disturbance within the onsite earthen drainage for channel restoration, the City shall obtain the required regulatory agency permits for this work, which will involve identifying the potential presence of listed species within the area of take covered by the State and federal permits. If present, then the required permitting actions will include preparation of a Biological Assessment to provide the basis for FESA Section 7 Consultations and issuance of a Biological Opinion by USFWS to evaluate indirect and direct impacts, and identify appropriate mitigation measures to reduce such impacts, which will authorize take of the affected listed species.	Prior to any ground disturbing activities.	City of Lemon Grove Planning Department	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
MM BIO-2 a. Consistent with Section 15126.4(a)(B) of the CEQA Guidelines, prior to channel restoration within the onsite earthen drainage feature, the following performance measures shall be implemented: 1. The City shall prepare improvement and grading plans for any restoration activities planned within the onsite earthen drainage channel to specifically indicate the location(s) and extent of where such activities would occur and the specific improvements to be implemented. If phasing of any such restoration activities is proposed, such conditions shall be indicated on the plans. 2. A jurisdictional delineation and report shall be prepared to map and identify agency jurisdictional impacts. 3. The City shall meet with those regulatory agencies having jurisdiction over the affected areas to confirm the findings of the jurisdictional delineation. 4. A determination as to the required permits (e.g., CWA 404 Individual or Nationwide Permit; Section 1602 Streambed Alteration Agreement; and/or, CWA Section 401 Water Quality Certification) shall be made by the affected regulatory agencies. The City shall coordinate with the regulatory agencies to complete the regulatory permitting process. All required regulatory permits shall be obtained, prior to issuance of a grading permit for any channel restoration work. b. As part of the above-described permitting actions, FESA Section 7 Consultations may be required (see MM BIO-1), as well as National Historic Preservation Act (NHPA) Section 106 Compliance if ground disturbance activities (i.e. grubbing, excavation) associated with channel restoration activities affect buried cultural resources.	Prior to any ground-disturbing activities or vegetation removal.	City of Lemon Grove Planning and Public Works Departments	

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Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
MM BIO-3 Vegetation removal, grading and construction performed during the breeding season of avian species protected by the MBTA (January through September) could result in significant direct or indirect impacts to nesting birds, if such nesting is occurring within existing vegetation onsite or adjacent to the construction site(s). Direct impacts could involve the removal of vegetation and trees with an active nest; and indirect impacts could involve construction-related noise levels affecting nesting behavior at active nests near the construction activities possibly resulting in nest abandonment. Therefore, the following mitigation measures shall be implemented to reduce these potential impacts to below a level of significance: a. Within 30 days prior to commencement of construction activities, a qualified biologist shall perform a preconstruction survey within 500 feet from the proposed work limits. b. If active avian nest(s) are discovered within or 500 feet from the work limits, a buffer shall be delineated around the active nest(s). The appropriate buffers from active nest(s) shall be the distance the biologist determines is necessary to avoid the taking, capturing, or killing of any migratory bird, or any part of their nests or eggs. Areas restricted from such activities shall be staked or fenced under the supervision of the biologist. c. The biologist shall monitor the nest(s) weekly after commencement of construction to ensure that nesting behavior is not adversely affected by construction activities. If the biologist determines that nesting behavior is adversely affected by construction activities, then the following noise mitigation program shall be implemented in consultation with CDFW to allow Project construction to proceed:	Prior to any ground-disturbing activities or vegetation removal / During construction.	City of Lemon Grove Planning and Public Works Departments	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
1) No construction activities shall occur within any portion of the site where such activities would result in noise levels exceeding 60 dB(A) hourly average (or the ambient noise level, if it already exceeds this threshold) at the edge of occupied habitat, based on noise measurements conducted by a qualified acoustician (possessing a current noise engineer license or registration and noise level monitoring experience for the avian species). Under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, temporary walls, etc.) shall be implemented to ensure that construction-related noise levels do not exceed 60 dB(A) hourly average (or the ambient noise level, if it already exceeds this threshold) at the edge of occupied habitat. 2) Noise monitoring[10] shall be conducted at the edge of occupied habitat to ensure that noise levels do not exceed 60 dB(A) hourly average (or the ambient noise level, if it already exceeds this threshold). If the noise attenuation techniques implemented are determined by the biologist to be inadequate to achieve the noise thresholds or otherwise prevent the taking, capturing or killing of any migratory bird, their nests or eggs, then the associated construction activities shall cease until such time that either: i. enhanced attenuation techniques (e.g., higher walls, more walls, relocated walls, limitations on the placement of construction equipment, simultaneous use of loud equipment) are implemented that can achieve the noise threshold (or the no take, capture or kill standard); OR, ii. Until the young have fledged and are no longer returning to the nest(s). All such mitigation requirements determined by the biologist to meet the above stated performance standards shall be incorporated into the final biological construction monitoring report.			

[10] Construction noise shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average (or the ambient noise level, if it already exceeds 60 dB(A) hourly average) and are avoiding the taking, capturing, or killing of any migratory bird, or any part of their nests or eggs.

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Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
3) Once the young have fledged and have left the nest(s), then construction activities may proceed within 300 feet (500 feet for raptor species) of the fledged nest(s). The point in time that the young have fledged from the nest(s) shall be determined by the biologist. 4) Raptor nests are protected under California Fish and Game Code 3503.5 (California Law 2011) which makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes; or to take, possess, or destroy the nests or eggs of any such birds. Consultation with CDFW shall be required prior to the removal of any raptor nest(s) observed during the preconstruction clearance surveys.			

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
Cultural Resources			
MM CR-1 As buried (unknown) significant archaeological resources (including human remains) may be present onsite or offsite in areas where earth-disturbing activities may occur during Project construction, construction monitoring by a qualified archaeologist and Native American monitor, including a Kumeyaay Cultural Monitor, shall be required during all earth-disturbing activities associated with the Project. Prior to the issuance of grading or building permits, the Project proponent shall prepare a Cultural Resources Management Plan that will detail how all known cultural resources within the Project site will be avoided and managed, and how unknown resources will be treated in the event of their discovery during earth disturbing activities. The Cultural Resources Management Plan shall be prepared by a qualified archaeologist (defined as an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards as published in Title 36, Code of Federal Regulations, part 61), and shall be submitted to the City of Lemon Grove Development Services Department for review and approval, prior to issuance of the grading and/or improvement permits for the Project. The Cultural Resources Management Plan shall include the following: a. Avoidance and Protection Provisions 1) Detailed plan for avoiding, managing and protecting all known cultural sites that have been identified within the Project site boundaries; and, any resources deemed eligible or potentially eligible for the California Register of Historical Resources or other Local Register (if established).	During to issuance of grading or building permits.	City of Lemon Grove Planning Department	

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Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
(i) The provisions shall demonstrate that, during all Project earth disturbing activities, avoidance of cultural resource sites shall be the preferred treatment measure, and all impacts to sites that are potentially eligible for the California Register of Historical Resources or other Local Register (if established) shall be avoided to the greatest extent possible by Project redesign. In addition, the Project shall, to the greatest extent possible, avoid the placement of temporary and permanent support facilities within 25 feet of the identified sites. b. Unanticipated Discovery Protocol 1) The provisions shall demonstrate that, during all Project design, construction, and operational activities, avoidance of cultural resource sites shall be the preferred treatment measure, and all impacts to sites that are potentially eligible for the California Register of Historical Resources or other Local Register (if established) shall be avoided to the greatest extent possible by Project redesign. In addition, the Project shall, to the greatest extent possible, avoid the placement of temporary and permanent support facilities within 25 feet of the identified sites. 2) Specific wording that if evidence of archaeological resources (e.g., chipped or ground stone, historical debris, building foundations, or human bone) is identified during earth disturbing activities, all work within 50 feet of the discovery site shall cease until a qualified archaeologist can assess the significance of the find; 3) Notification requirements, including immediate notification by the Project proponent to a qualified archeologist and the City of Lemon Grove Development Services Department;			

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
4) Consultation with the City of Lemon Grove Development Services Department; the qualified archaeologist; Native American representatives (if appropriate); the Project proponent; and, other appropriate agencies, to determine whether the discovered resource can be avoided and if impacts have not occurred, whether work can continue. If it is determined that the resource has been impacted and an assessment of its significance is required, then a qualified archaeologist shall develop appropriate treatment measures for the discovered and impacted resource in consultation with appropriate agencies, and work shall not resume until permission is received from the City. c. Sensitive Archaeological Locations Monitoring Provisions 1) The Project proponent shall provide for a City-approved archaeologist to monitor all earthmoving activities in areas within 50 feet of identified archaeological sites, or in areas that have been determined to have a high sensitivity for prehistoric resources. The archaeologist shall be authorized to halt construction, if necessary, in the immediate area where buried cultural resources are encountered. The monitor shall maintain a daily monitoring log that describes monitoring activities and results. This report shall be submitted within 90 days of completion of the archaeological monitoring to the City of Lemon Grove Development Services Department and the South Coastal Information Center. d. Pre-Construction Onsite Personnel Workshop 1) The Plan shall include provisions for a workshop to brief all Project construction workers and supervisors on monitor roles, responsibilities, and authority; restricted areas and approved vehicle corridors; the types of artifacts that may be encountered; penalties for unauthorized collection of artifacts; and, the need to temporarily redirect work away from the location of any unanticipated discovery until it is recorded and adequately documented and treated. The names of all personnel who attend the training shall be recorded. An information package shall be provided for construction personnel not present at the initial preconstruction briefing.			

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Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
e. Curation Requirements 1) The Plan shall state that archaeological collections, final reports, field notes, and other standard documentation collected during Project implementation shall be permanently curated at a facility in San Diego County that meets federal standards per 36 CFR Part 79. f. Standards for Discovery of Human Remains 1) The Plan shall specify standard procedures for recording and treating human remains in accordance with applicable laws, regulations, and guidelines. In-place preservation and protection from further disturbance shall always be the preferred approach. If human remains are discovered, work in the immediate vicinity shall stop until the San Diego County coroner can determine whether the remains are those of a Native American. If they are those of a Native American, the following would apply: 2) The coroner shall contact the Native American Heritage Commission. 3) The human remains shall be protected until the County coroner and the MLD and property owner (City) or their representative consult regarding the disposition of the human remains. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. 4) According to the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and willful disturbance of human remains is a felony (Section 7052).			

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
MM CR-2 a. A Standard Monitor for paleontological resources shall attend a pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A Standard Monitor is defined as an individual who is onsite during all original cutting of undisturbed substratum. The Standard Monitor shall be designated by the Project Applicant and given the responsibility of observing for fossils to ensure that all excavation and grading activities occur. If a fossil of greater than twelve inches in any dimension, including circumference, is encountered during excavation or grading, all excavation operations in the area where the fossil was found shall be suspended immediately, the City of Lemon Grove Development Services Department shall be notified, and a Project Paleontologist shall be retained to assess the significance of the find. If the fossil is determined to be significant, the Project Paleontologist shall be contracted to oversee the salvage program, including salvaging, cleaning, and curating the fossil(s), and documenting the find. b. If fossils are discovered, they shall be recovered by the qualified Project Paleontologist. In most cases, fossil salvage can be completed in a short period of time, although some fossil specimens (such as a complete large mammal skeleton) may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for recovering small fossil remains, such as isolated mammal teeth, it may be necessary to set up a screen-washing operation on the recovery site. c. If any sub-surface bones or other potential fossils are found anywhere within the Project site by construction personnel in the absence of a qualified paleontologist or paleontological monitor, the qualified paleontologist shall be notified immediately to assess their significance and make further recommendations. d. Fossil remains collected during monitoring and salvage shall be cleaned, repaired, sorted, and cataloged as part of the mitigation program.	Prior to and during ground-disturbing construction activities.	City of Lemon Grove Planning Department	

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Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
e. Prepared fossils, along with copies of all pertinent field notes, photographs, and maps, shall be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils shall be accompanied by financial support from the Project applicant for initial specimen storage. f. A final summary report outlining the results of the mitigation program shall be prepared by the Project Paleontologist and submitted to the City of Lemon Grove for concurrence. This report shall include discussions of the methods used; stratigraphic section(s) exposed; fossils collected; and, significance of recovered fossils.			

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
Hazards and Hazardous Materials			
MM HAZ-1 Prior to the commencement of any ground-disturbing activities, the City shall prepare a general Soil and Groundwater Management Plan to identify guidelines to sample, excavate, and transport contaminated soil and groundwater, should they be encountered during construction. Onsite monitoring by a qualified professional, as contracted by the City, shall also be conducted during Project excavation in the Known and Potential Areas of Concern to minimize risk to workers and to identify hazardous materials requiring sampling and special handling.	Prior to any ground-disturbing activities.	City of Lemon Grove Planning and Public Health Departments	
MM HAZ-2 As impacted soils are likely to be present along the railroad corridor, the railroad ROW shall be sampled and analyzed for potential constituents of concern, prior to any Project grading, excavation, and/or construction activities. Data gained from soil sampling and analysis shall be used to: • Identify if impacted soil is present and requires special handling; • Calculate the volume of impacted soil present in the Project area; and, • Profile the soil for removal and disposal/recycling. All handling, evaluation, and disposal of any contaminated soils shall occur in compliance with applicable local, State, and federal regulations pertaining to such activities.	Prior to any grading, excavation, and/or construction activities.	City of Lemon Grove Planning and Public Health Departments	

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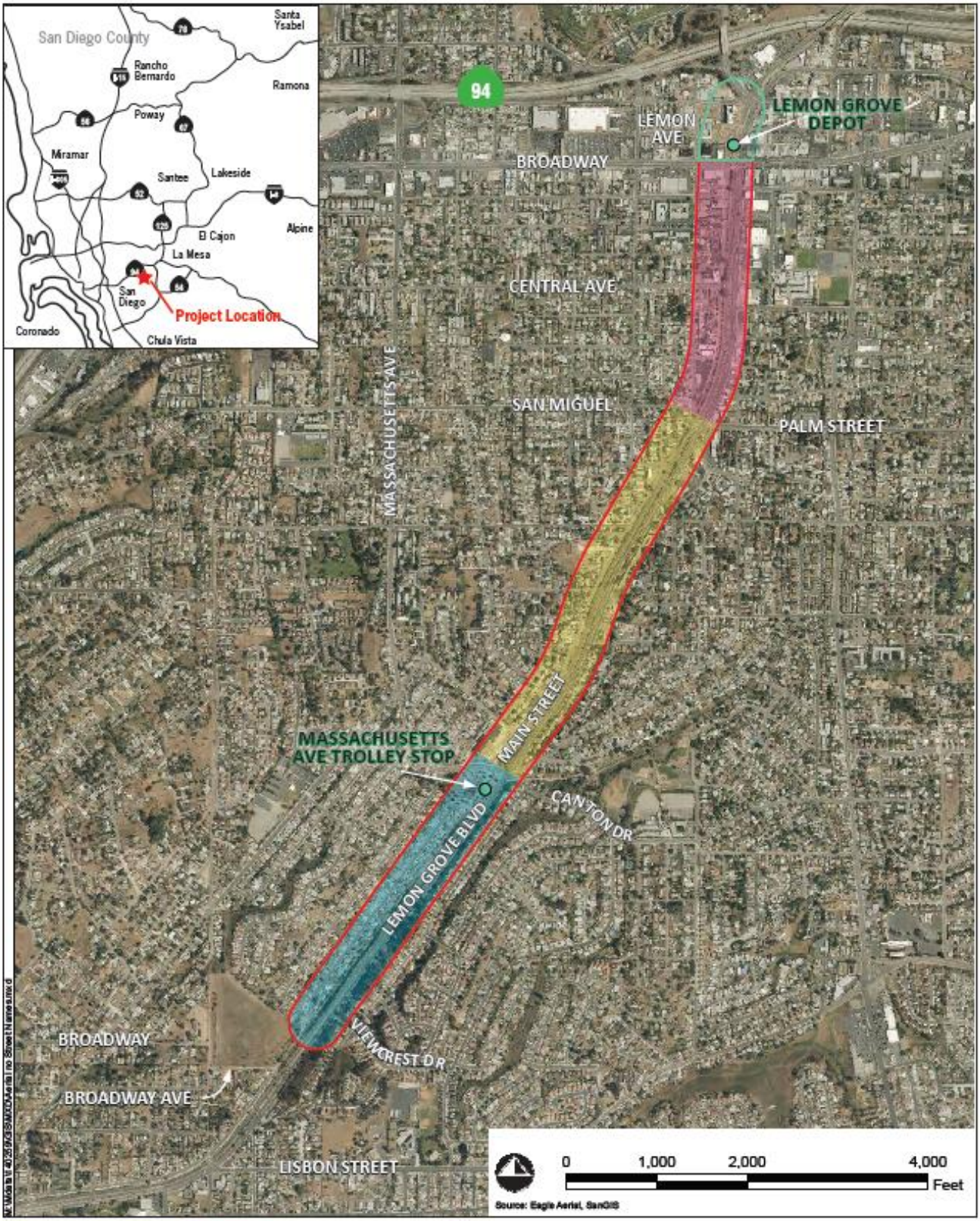
Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
MM HAZ-3 Prior to Project grading, excavation, and/or construction activities, and consistent with anticipated Project phasing, regulatory files for the following facilities shall be reviewed to determine if hazardous materials or substances may potentially be encountered during Project ground-disturbing activities: • 1688 San Altos Place – Former Circle K • 1801 Massachusetts Avenue – Bell Boy Cleaners • 1805 Massachusetts Avenue – U-HAUL Moving Center If, after review of available regulatory files, it is determined that any such sites pose the potential to result in the release and/or exposure of hazardous materials and/or substances relative to the Project site, an evaluation shall be conducted to determine the appropriate course of action, if any. All such actions shall occur consistent with applicable local, State, and federal regulations pertaining to the release of or exposure to hazardous materials or substances.	Prior to any grading, excavation, and/or construction activities.	City of Lemon Grove Planning and Public Health Departments	
MM HAZ-4 During Project grading and/or excavation, the following shall apply with regard to natural gas pipelines within the area affected by Project improvements: • Natural gas pipelines are present along and across the Project corridor. If the proposed construction activity occurs within the vicinity of a known natural gas or oil pipeline, environmental monitoring may be required. Prior to the commencement of any onsite grading or excavation activities, a qualified hazardous materials professional shall be consulted by the City to determine if additional measures are required (i.e. construction monitoring).	During any grading and/or excavation activities.	City of Lemon Grove Planning and Public Health Departments	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
Noise			
MM NOI-1 Prior to Grading Permit issuance, to the satisfaction of the City of Lemon Grove Development Services Director, it shall be demonstrated that the Project complies with the following: • Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices. • Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. • Construction activities shall not take place outside of the allowable hours specified by the Lemon Grove Municipal Code for use of construction equipment (7:00 a.m. and 6:00 p.m. Monday through Friday, and 9:00 a.m. to 5:00 p.m. on Saturdays; construction activities are not permitted on Sundays or on legal holidays).	Prior to issuance of grading permit.	City of Lemon Grove Planning and Public Works Departments	

Attachment F



Michael Baker INTERNATIONAL

Source: 140259Exhibits.indd

- Main Street Promenade Completed 2013
- Connect Main Street
- North Project Segment
- Central Project Segment
- South Project Segment

Connect Main Street: Main Street Promenade - Phase 2

REGIONAL/LOCAL VICINITY MAP

Figure 1

Attachment F

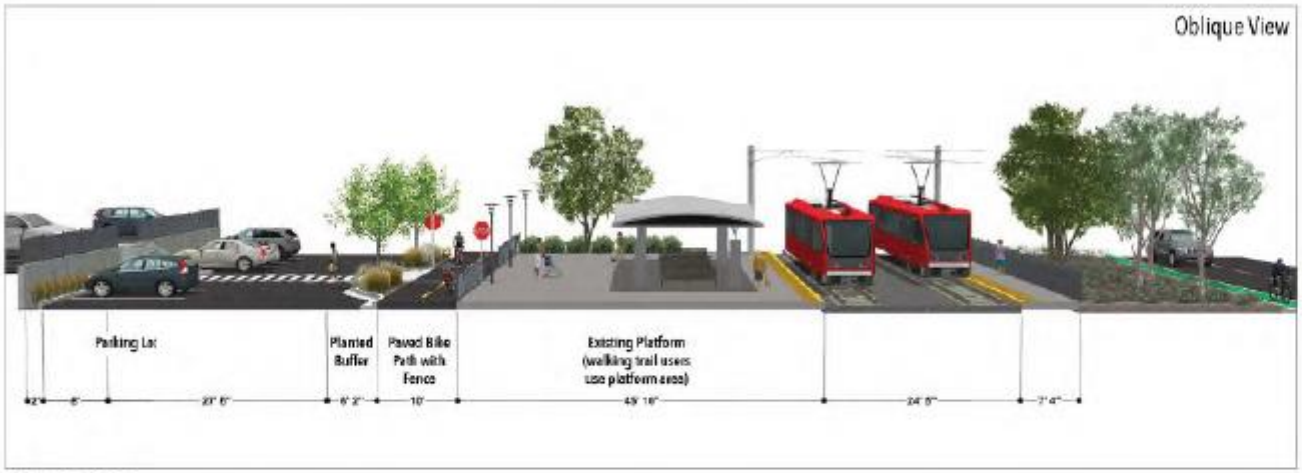
Michael Baker INTERNATIONAL

Source: KTU+A, December 2015

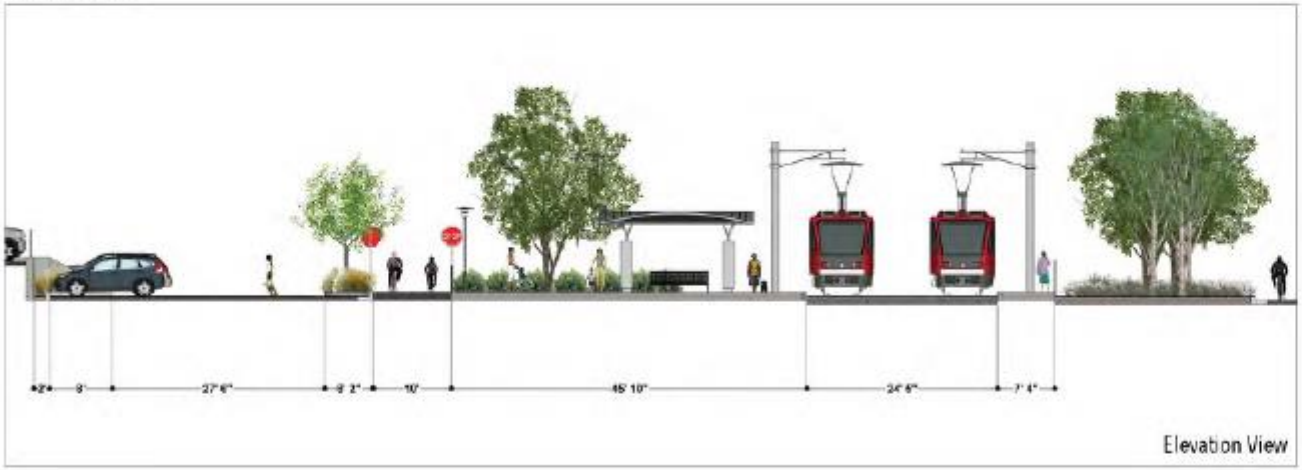
Connect Main Street: Main Street Promenade - Phase 2

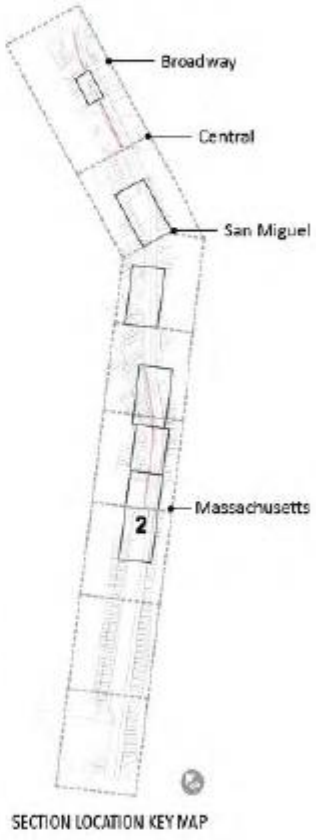
PROPOSED PROJECT - ILLUSTRATIVE CROSS SECTIONS

Figure 2A



SECTION 2





SECTION LOCATION KEY MAP

Michael Baker INTERNATIONAL

Source: KTUA, December 2015

Connect Main Street: Main Street Promenade - Phase 2

PROPOSED PROJECT - ILLUSTRATIVE CROSS SECTIONS

Figure 2B

Attachment F

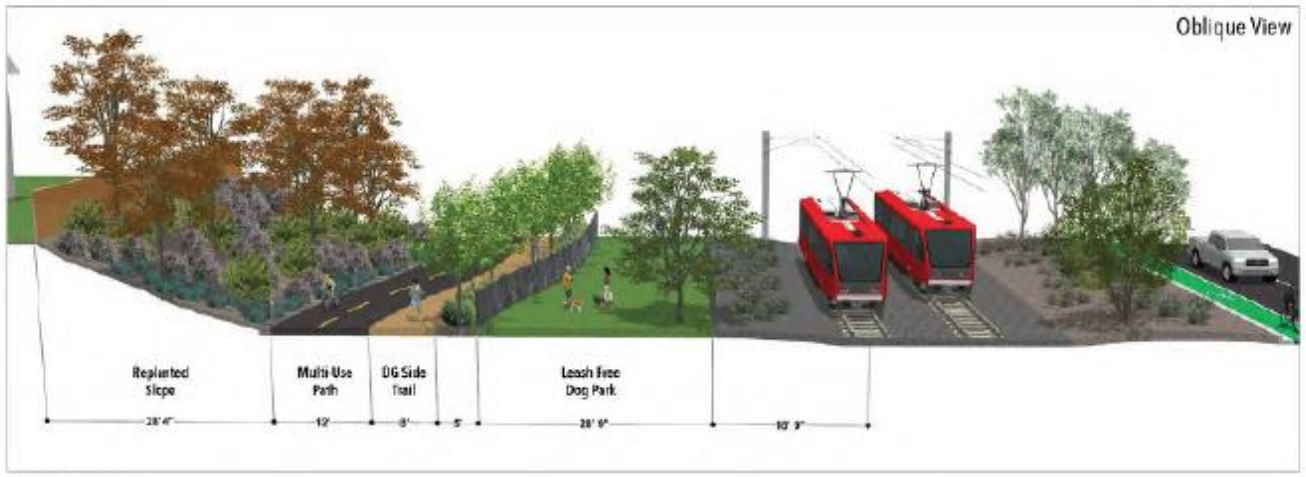
Michael Baker INTERNATIONAL

Source: KTUA, December 2015

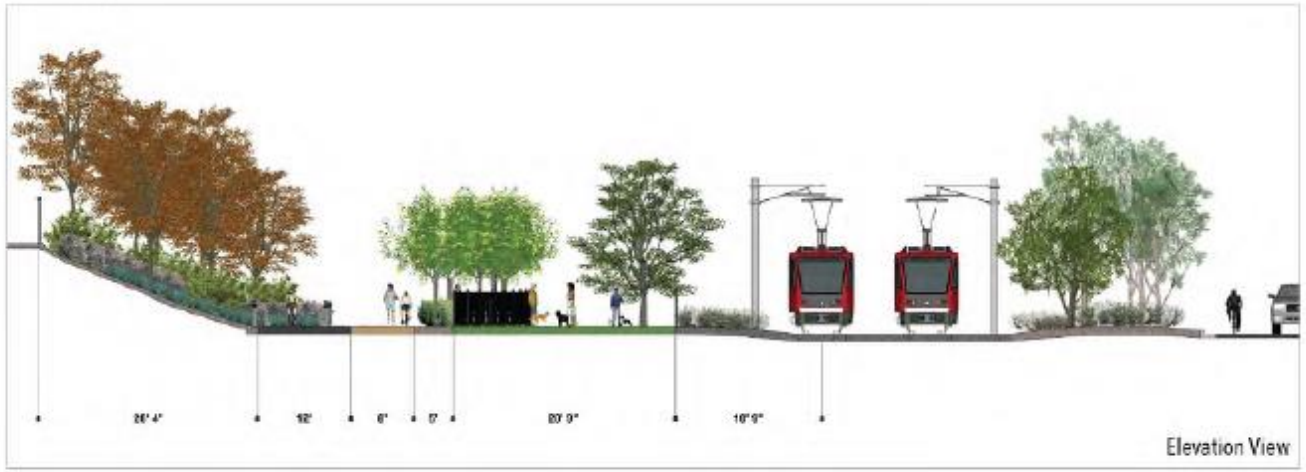
Connect Main Street: Main Street Promenade - Phase 2

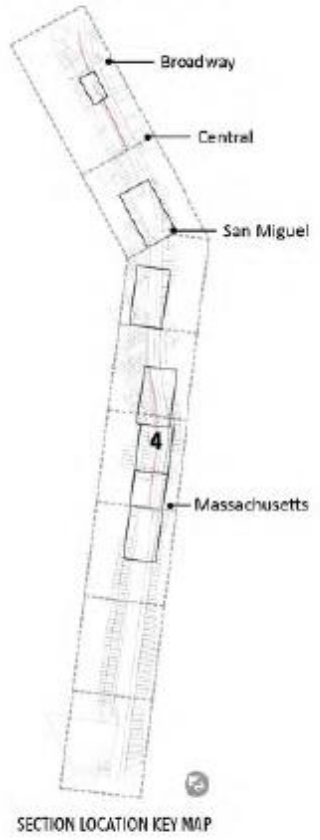
PROPOSED PROJECT - ILLUSTRATIVE CROSS SECTIONS

Figure 2C



SECTION 4





Michael Baker INTERNATIONAL

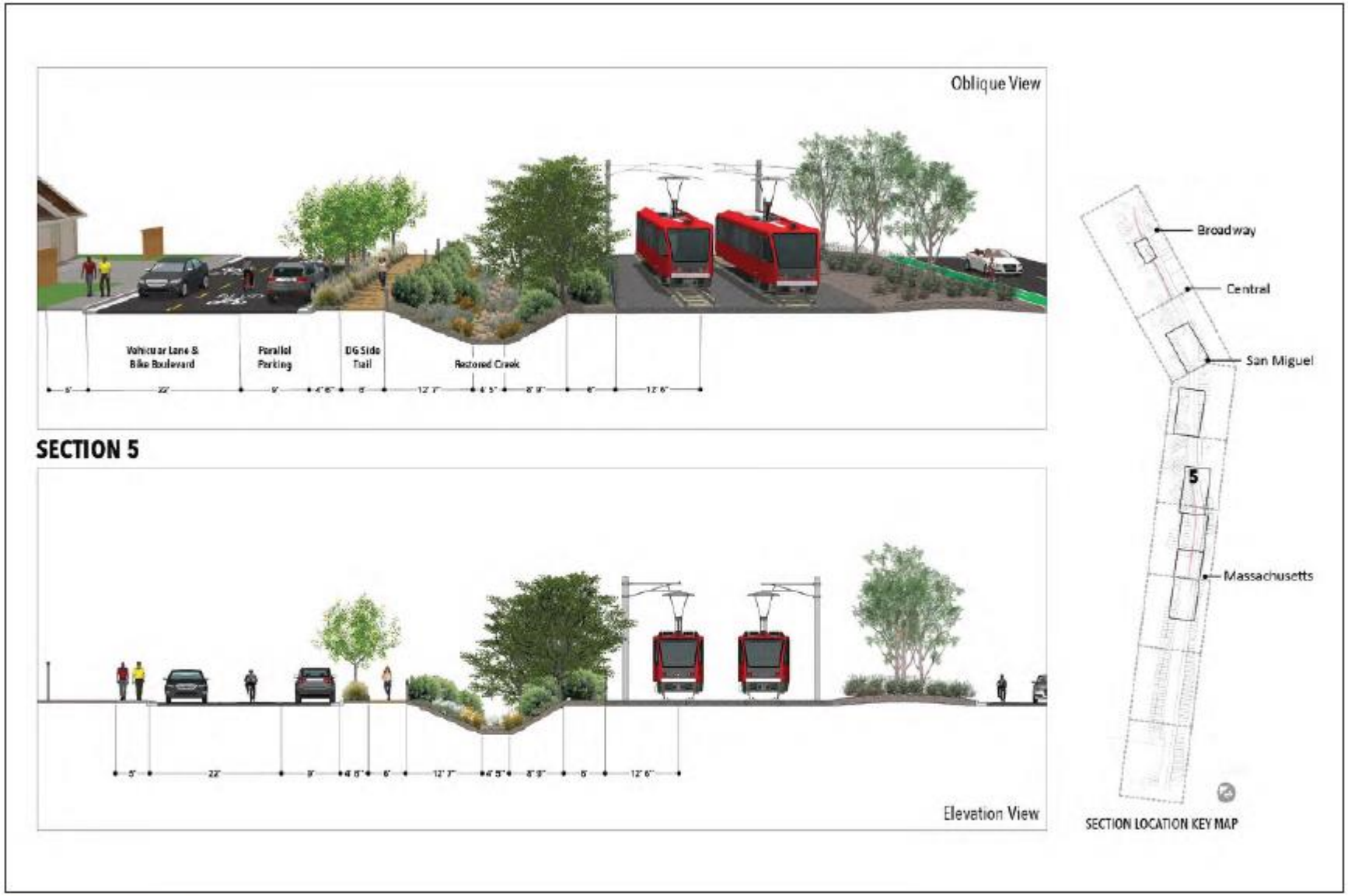
Source: KTU+A, December 2015

Connect Main Street: Main Street Promenade - Phase 2

PROPOSED PROJECT - ILLUSTRATIVE CROSS SECTIONS

Figure 2D

Attachment F



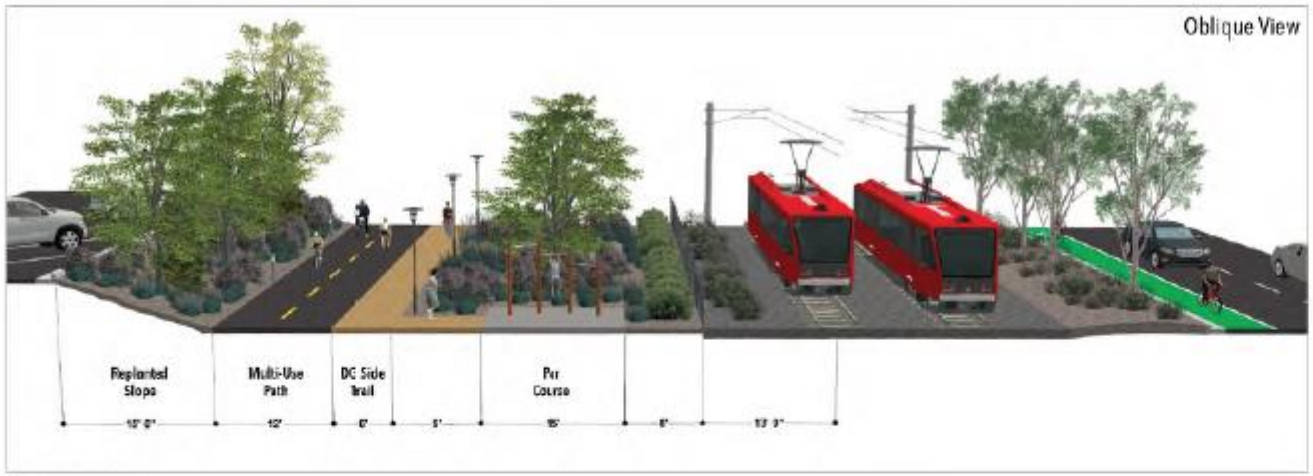
Michael Baker INTERNATIONAL

Source: KTU+A, December 2015

Connect Main Street: Main Street Promenade - Phase 2

PROPOSED PROJECT - ILLUSTRATIVE CROSS SECTIONS

Figure 2E



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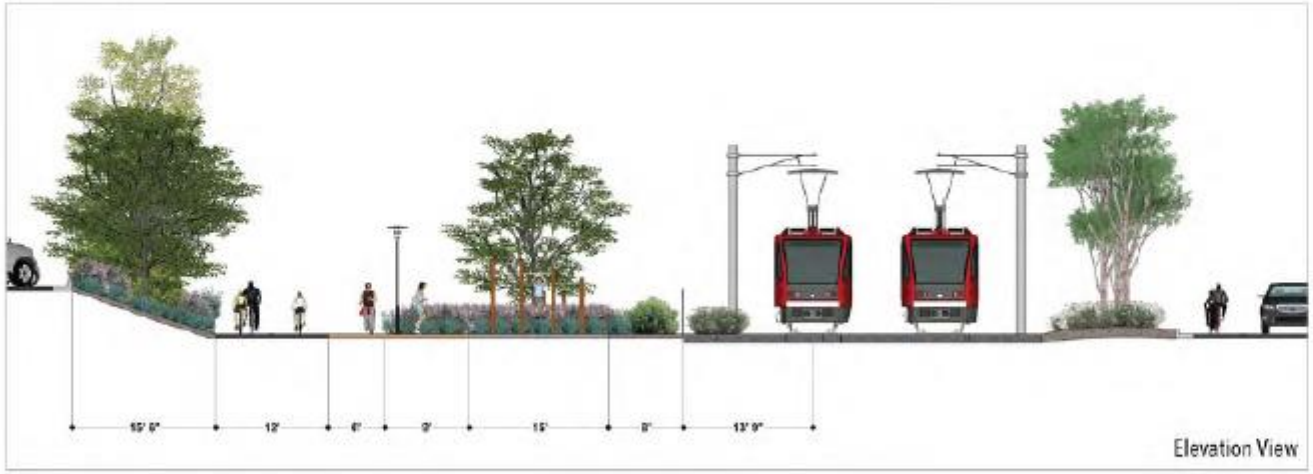
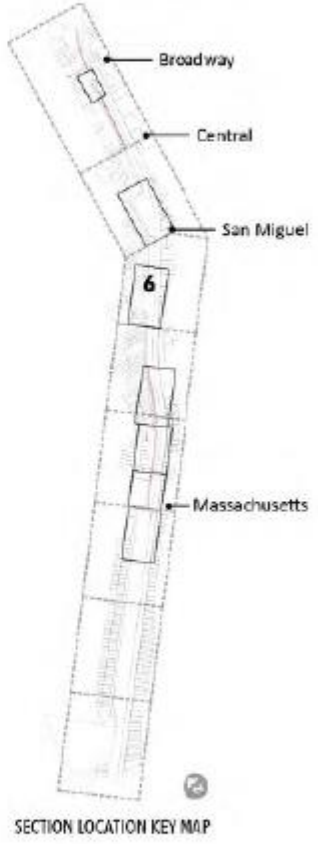




Michael Baker INTERNATIONAL

Source: KTU+A, December 2015

Connect Main Street: Main Street Promenade - Phase 2

PROPOSED PROJECT - ILLUSTRATIVE CROSS SECTIONS

Figure 2F

Attachment F

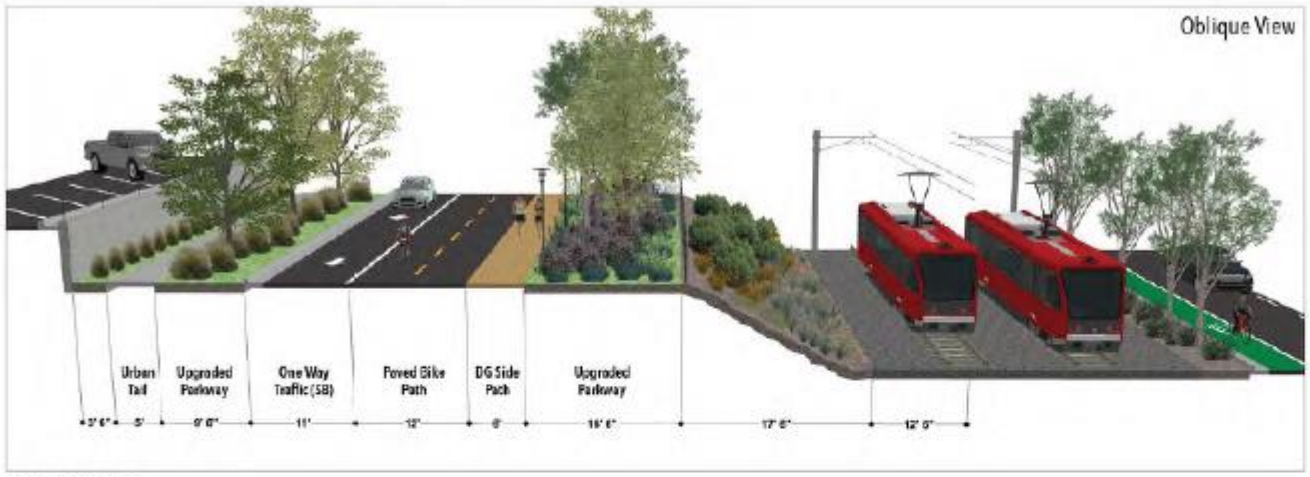
Michael Baker INTERNATIONAL

Source: KTU+A, December 2015

Connect Main Street: Main Street Promenade - Phase 2

PROPOSED PROJECT - ILLUSTRATIVE CROSS SECTIONS

Figure 2G



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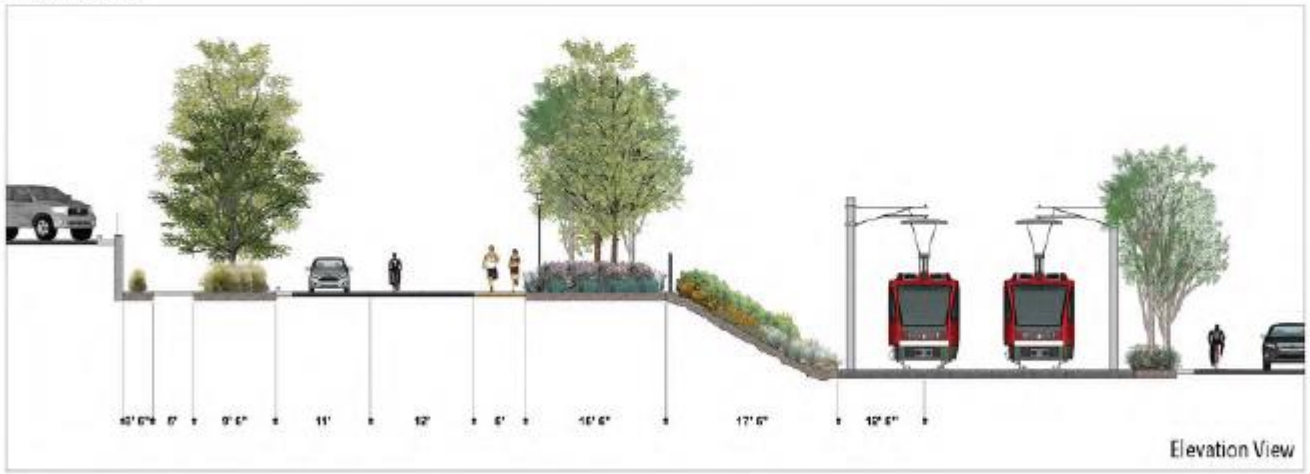
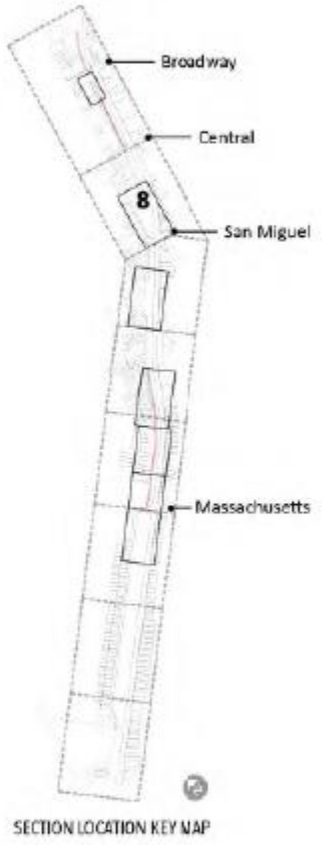




Michael Baker INTERNATIONAL

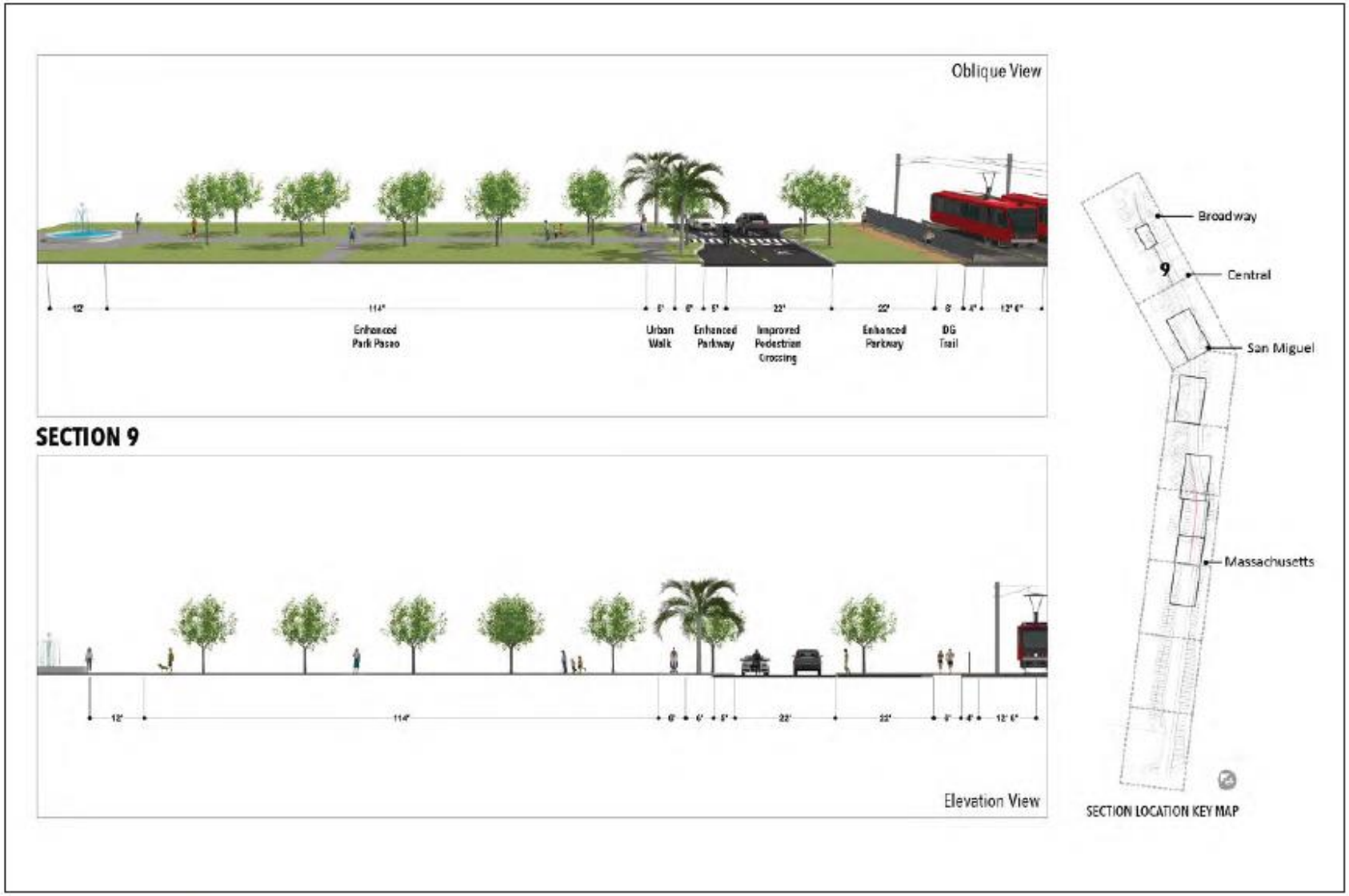
Source: KTUA, December 2015

Connect Main Street: Main Street Promenade - Phase 2

PROPOSED PROJECT - ILLUSTRATIVE CROSS SECTIONS

Figure 2H

Attachment F



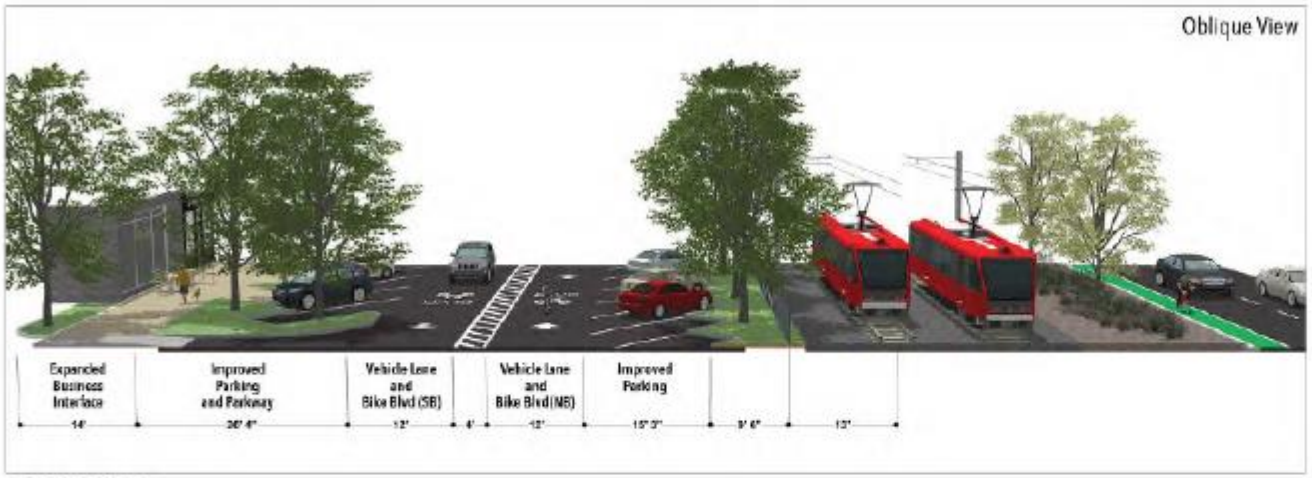
Michael Baker INTERNATIONAL

Source: KTU+A, December 2015

Connect Main Street: Main Street Promenade - Phase 2

PROPOSED PROJECT - ILLUSTRATIVE CROSS SECTIONS

Figure 2I



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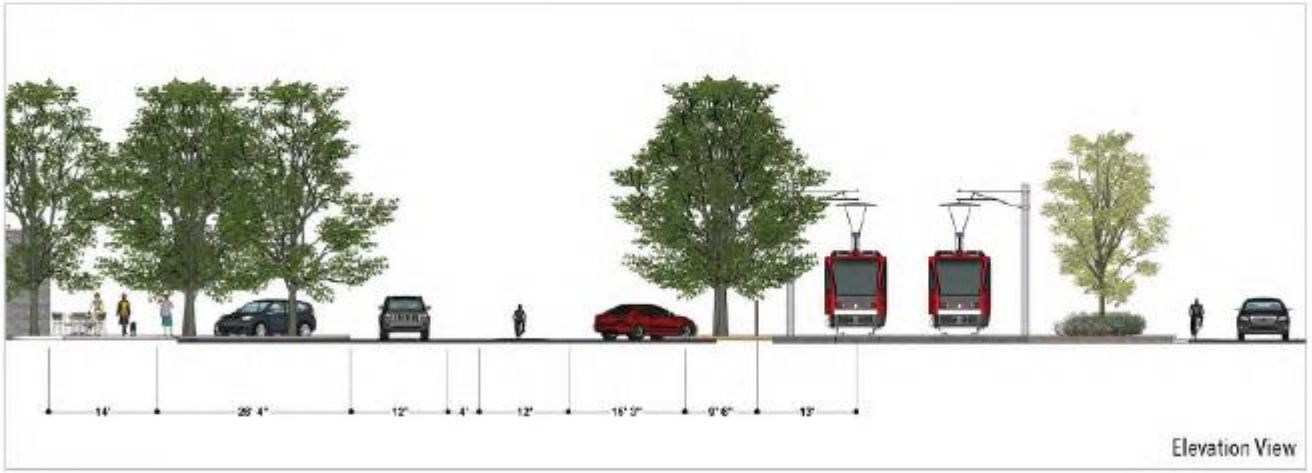
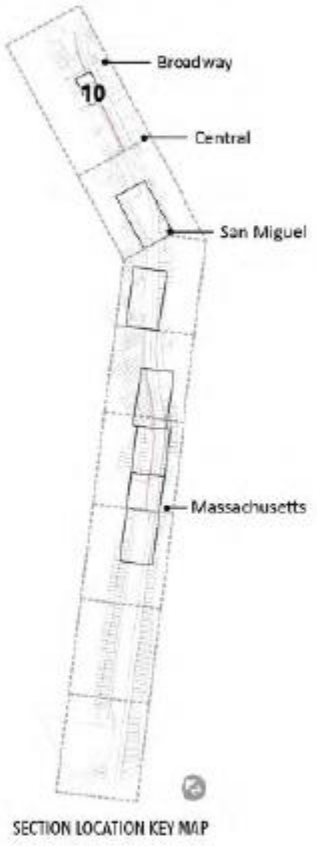




Michael Baker INTERNATIONAL

Source: KTUA, December 2013
140259Exhibits.indd

Connect Main Street: Main Street Promenade - Phase 2

PROPOSED PROJECT - ILLUSTRATIVE CROSS SECTIONS

Figure 2J

Attachment F

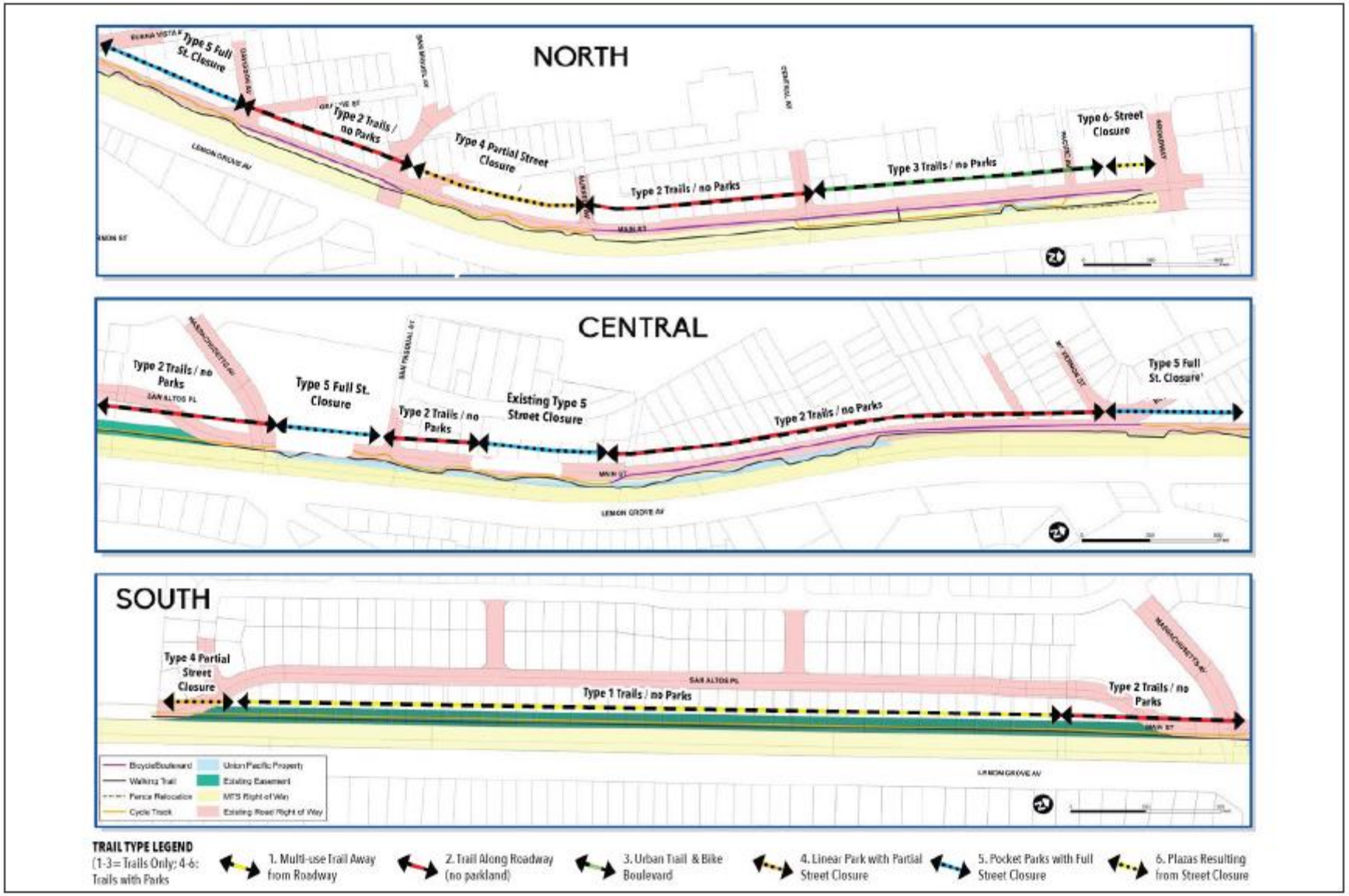
Michael Baker INTERNATIONAL

Source: KTUA, August 2015

Connect Main Street: Main Street Promenade - Phase 2

PROPOSED PROJECT - ILLUSTRATIVE CROSS SECTIONS

Figure 2K



Michael Baker INTERNATIONAL

Source: KTU+A, December 2015

Connect Main Street: Main Street Promenade - Phase 2

PROPERTY / ROW OWNERSHIP OVERVIEW

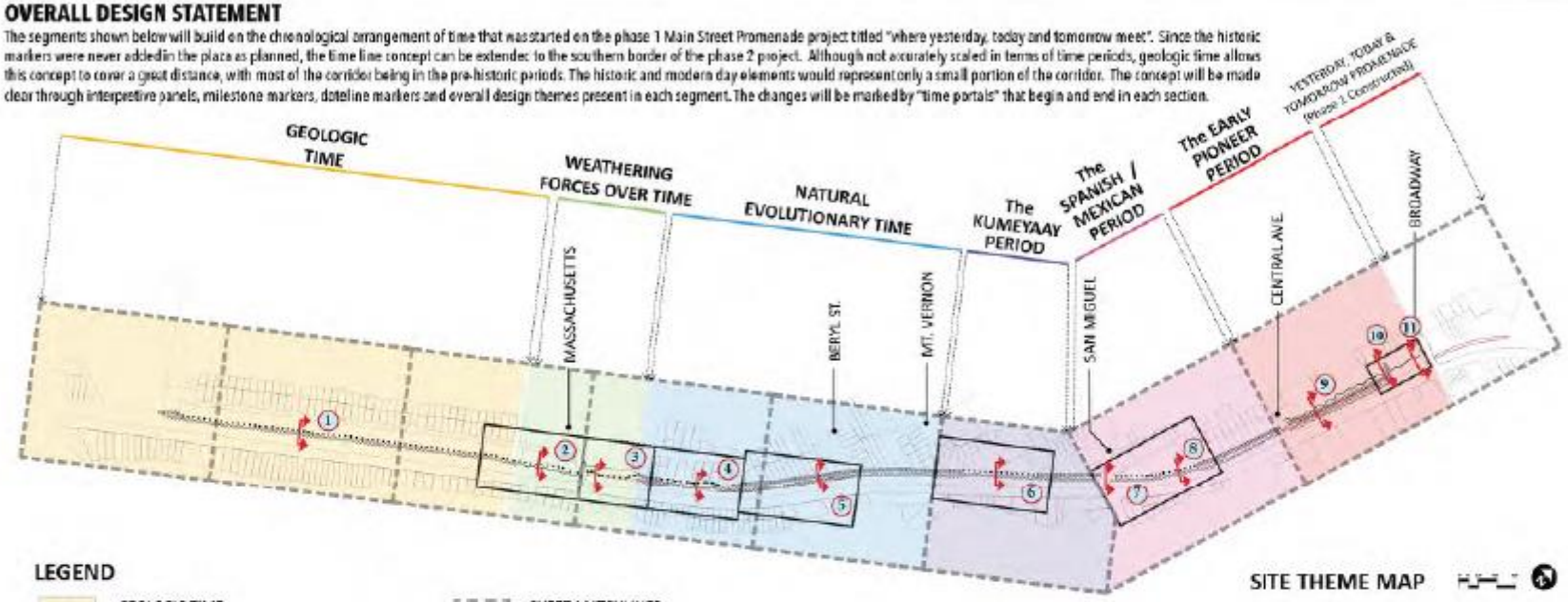
Figure 3

Attachment F

PROJECT DESIGN THEME SEGMENTS

OVERALL DESIGN STATEMENT

The segments shown below will build on the chronological arrangement of time that was started on the phase 1 Main Street Promenade project titled "where yesterday, today and tomorrow meet". Since the historic markers were never added in the plaza as planned, the time line concept can be extended to the southern border of the phase 2 project. Although not accurately scaled in terms of time periods, geologic time allows this concept to cover a great distance, with most of the corridor being in the pre-historic periods. The historic and modern day elements would represent only a small portion of the corridor. The concept will be made clear through interpretive panels, milestone markers, dateline markers and overall design themes present in each segment. The changes will be marked by "time portals" that begin and end in each section.



LEGEND

- GEOLOGIC TIME
- WEATHERING FORCES OVER TIME
- NATURAL EVOLUTIONARY TIME
- THE KUMEYAAY PERIOD
- THE SPANISH / MEXICAN PERIOD
- THE EARLY PIONEER PERIOD
- (1) SECTION LOCATIONS
- SHEET MATCHLINES
- DETAIL SHEET MATCHLINES
- UNION PACIFIC PROPERTY
- MULTI-USE PAVED TRAIL
- D.G. PEDESTRIAN TRAIL
- BIKE BOULEVARD
- URBAN TRAIL

SITE THEME MAP

Michael Baker INTERNATIONAL

Source: KTUA, December 2015

Connect Main Street: Main Street Promenade - Phase 2

PROJECT DESIGN THEME SEGMENTS

Figure 4

The SPANISH / MEXICAN PERIOD EXAMPLES

Spanish and Mexican influences spanned from early Mexican Native Americans to the Spaniards. Stucco, tile, mud thatch, and metal may be appropriate. Mileage markers could be explorer based with compasses, sextons, and other elements added. Mexican and Spanish influences on landscapes includes mission gardens, pepper trees, agave, our lords candle, etc. for a mostly dry landscape.

The non-native discovery of the Americas would be portrayed through these Spanish and early Mexican influences

Michael Baker INTERNATIONAL

Source: KTU+A, August 2015
140259ExhibitsJ.indd

Connect Main Street: Main Street Promenade - Phase 2

PROJECT DESIGN THEME (SAMPLE)

Figure 5

Attachment G

Exhibit “A”

Connect Main Street Volume I: Design Process

Attachment H

Exhibit “B”

Connect Main Street Volume II: Conceptual Plans